

**MINUTES  
PLANNING COMMISSION  
AUGUST 1, 2019  
LAKEWOOD CITY HALL  
7:00 P.M.  
AUDITORIUM**

The meeting was called to order at 7:00 p.m.

**1. Roll Call**

Members Present

Kyle Baker, Vice Chair  
Nathan Kelly  
Lou McMahon, Chair  
Monica Rossiter

Others Present

Bryce Sylvester, Director, P&D  
Jennifer Swallow, Executive Assistant Law Director  
Mark Papke, City Engineer  
Alex Harnocz, Planner, P&D

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **EXCUSE** the absence of Kyle Krewson. All the members voting yea, the motion passed.

**2. Approve the Minutes of the July 2, 2019 meeting**

A motion was made by Mr. McMahon, seconded by Mr. Baker to **APPROVE** the July 2, 2019 meeting minutes. All the members voting yea, the motion passed.

**3. Opening Remarks**

Administrative staff ("staff") read the Opening Remarks into record.

**OLD BUSINESS**

**LOT SPLIT/CONSOLIDATION**

**6. Docket No. 07-17-19  
17882 Lake Road  
The Clifton Club**

Kathleen M Stringer, The Clifton Club, applicant requests a lot split and consolidation (PPN 311-04-011 and PPN 311-04-012), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property is in a R1L – Single Family, Low Density district. (Page 9)

\*The applicant had requested a deferral from the August meeting.

Staff recapped the proposal and advised the Planning Commission members ("Commission") the applicant requested a deferral. Public comment was closed as no one addressed the item.

A motion was made by Mr. McMahon, seconded by Mr. Baker to **DEFER** the item until the September 5 meeting. All the members voting yea, the motion passed.

**PLANNED DEVELOPMENT**

**4. Docket No. 02-03-19  
13701 and 13901 Detroit Avenue and 1406 Wyandotte Avenue  
Detroit and Bunts Market Rate Apartments**

Jerome Solove, Jerome Solove, Development, Inc., applicant requests the review and approval of a

planned development consisting of two mid-rise apartment buildings and one parking garage on 2.12 acres, pursuant to section 1156 – planned development. The property is in a C3 - Commercial, General Business district. (Page 4)

Staff recommended the Commission to table the item pending review of the concurrent application, to take the item off the docket (Docket No.08-21-19 and Docket No. 08-22-19).

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **TABLE** the item. All the members voting yea, the motion passed.

## **CONDITIONAL USE**

### **5. Docket No. 03-06-19**

#### **16000 Detroit Avenue and 15801 Detroit Avenue Market Rate Apartments – Barry Buick**

Jerome Solove, Jerome Solove, Development, Inc., applicant requests the review and approval of a mixed-use development consisting of approximately 150 market rate, three-story apartments and parking on approximately 2.4 acres, located on the north and south sides of Detroit Avenue between Rosewood and Cranford Avenues, pursuant to section 1135 – mixed use overlay. The property is in a C3 – Commercial, General Business district. (Page 7)

Staff summarized the proposal to date. Alex Solove, Jerome Solove Development, Inc., was present to explain the updated request: parking, traffic circulation, develop a safe pedestrian crossing on Detroit Avenue, etc. Andy Komer, Senior Traffic Engineer with TMS, explained aspects of the in-depth traffic study. The Commission asked for clarification about the number of apartment units, cars, and the impact of the commercial properties. The traffic study was not conducted when Barry Buick was in operation. Staff provided additional background for the determination of the mixed-use overlay district expansion, traffic, recommended the developer and City work together regarding storm water management. The Commission discussed storm water management, landscaping, retail on the north side of Detroit Avenue, retail parking, charging station, bike fixing station, RTA bus shelter. Public comment was taken.

#### Questions/concerns:

- Traffic survey did not include Rosewood Avenue.
- Trash dumpster location and enclosure design.
- Who will use the parking spots?
- Appreciated the changes.
- Traffic on Detroit Avenue and Orchard Grove is congested already.
- What are the total number of units in relationship to the number of parking spaces?
- Storm water run-off currently causes flooding of basements and street.
- Not enough street parking to accommodate the anticipated increase number of new residents in the apartments.
- Snow removal; will it be removed from the property or be placed in the parking spots?
- Has the developer reached to other business for shared parking agreements in their lots?
- The face of Lakewood is changing too fast; need to protect the historic aspect.
- The City should conduct an independent traffic study for the entire length of Detroit Avenue.
- The property should be used for something more appropriate to the City.
- This is a high-quality proposal.
- Solutions are available currently to amend traffic flow and long waits at stop lights.

#### Concerns/questions addressed by the developer and City:

- The trash enclosure will be inside a building.
- The parking spots will be regulated by gated for an estimated total of 160 units.

- The developer is required to meet all engineering standards for the parking lot, entire project, and storm water management.
- The landscaping and buffer zones would be used for the snow removal.
- Off-street parking along Detroit Avenue would be encourage for the retail/commercial businesses. The City would work with the developer.
- The developer would contact other businesses for shared parking in the future, if needed.
- On-site charging stations have been considered and would ask staff for guidance.
- Bike fixing station(s) would be incorporated in the landscaping plan.
- The developer would contact RTA and the City about a bus shelter and bus stop location.

Further discussion among the commission, staff and developer continued about the traffic study and the impact of the proposed development on the immediate area and the city in terms of traffic, parking, storm water management, etc.

A motion was made by Mr. Kelly, seconded by Mr. Baker to **APPROVE** the request with the following condition(s):

- The minimum amount of commercial space available for the project is 1,500 square feet.
- The fitness center will be available to non-residents of this project
- An innovative landscaping plan as approved by ABR, considered to be over and above the landscaping typically required by ABR.
- Work with the City to exceed the amount of Water Quality Volume treated and stored on site above the minimum as determined by Chapter 1339. The amount above the minimum will be economically feasible as determined by a reasonable person.

A motion was made by Mr. Kelly, seconded by Mr. McMahon **amending the conditions of approval to include:**

- There is a maintenance plan in place for long term management of landscaping on site.
- The project will include facilities for to support cyclist, including but not limited to fix-it-stations and bike racks.
- The City is to contact RTA for a meeting to discuss a bus shelter at the site. Mr. McMahon seconded the amended motion.

All the members voting yea, the motion passed.

## **NEW BUSINESS**

Items 9 and 10 were called together.
--------------------------------------

### **CONDITIONAL USE**

- 9. Docket No. 08-21-19**  
**1427 Parkwood Road**  
**Jerome Solove Development Inc.**

Jerome Solove, Jerome Solove Development Inc., applicant requests the review and approval of conditional use for parking to support a mixed-use development, pursuant to section. The property is in an R1H - Single Family and High-Density district. (Page 27)

### **LOT CONSOLIDATION**

- 10. Docket No. 08-22-19**  
**13701 and 13901 Detroit Avenue and 1406 Wyandotte Avenue**  
**Detroit and Bunts Market Rate Apartments**

Jerome Solove, Jerome Solove Development, Inc., applicant request the review and approval of a lot consolidation of the southeast corner of Detroit Avenue and Parkwood Road, PPN 315-01-101, 315-01-102, 315-01-036, 315-01-069, and 315-01-070, pursuant to section 1155.06 - procedures for lot

consolidations and resubdivisions. The property is in a C3 - Commercial, General Business district.  
(Page 34)

Staff provided an introduction. Alex Solove, Jerome Solove Development Inc., applicant was present to explain the requests for Docket No. 08-21-19 and Docket No. 08-22-19. As pertaining to the lot consolidation, PPN 315-01-069 would not be included and would remain a separate, residential parcel and would be used for an additional 14 or 15 parking spaces. The commission suggested the developer work with the City regarding stormwater. Public comment was closed as no one addressed the issue.

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **APPROVE** the request for Lot Consolidation. All the members voting yea, the motion passed.

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **APPROVE** the request for a Conditional Use with the following condition(s):

- Work with the City to exceed the amount of Water Quality Volume treated and stored on site above the minimum as determined by Chapter 1339. The amount above the minimum will be economically feasible as determined by a reasonable person.

All the members voting yea, the motion passed.

**7. Docket No. 08-19-19  
13619 Detroit Avenue  
Toni's Pizza Shop**

Toni Ghazzoul, Toni's Pizza Shop, applicant requests the review and approval for a business to be open from 12:00 A.M. to 4:00 A.M. each day of the week, pursuant to section 1129.16 - supplemental regulations for extended business hours of operation. The property is in a C3 - Commercial and General Business district. (Page 11)

Staff introduced the request. Toni Ghazzoul, Toni's Pizza Shop, applicant was present to explain the request. Staff provided an analysis. Public comment was closed as no one addressed the issue. There were no comments or questions from staff or commission.

A motion was made by Mr. Baker, seconded by Ms. Rossiter to **APPROVE** the request with the following condition(s):

- Extend business hours to be able to serve the public (delivery) until 3:30 A.M.
- Delivery drivers would park and enter at the front of the building
- Dining room/pick-up closes no later than midnight
- Schedule review in six (6) months after issuance of the Certificate of Occupancy permit.

Mr. Baker, Mr. McMahon, Ms. Rossiter voting yea, and Mr. Kelly voting nay, the motion passed.

**8. Docket No. 08-20-19  
13430 Madison Avenue  
Alliant Treatment Center**

Ada and John Nworie, Alliant, applicants request to change the use of a property from a funeral home services to a residential treatment facility for substance abusers, pursuant to section 1129.02 - principal and conditional permitted uses. Property is in a C2, Commercial and Retail district. (Page 14)

Staff provided an overview of the proposal. Jessica Wallace, Director of Business Development, Julius Thompson, Consulting Social Worker and Acting Director for Alliant, representatives, and Dr. John Nworie, applicant, were present to explain the request. The commission asked for specifics about clients' activities. Staff gave the City's analysis. The commission said that communication with the neighbors was required,

security was paramount, types of housing was important. Because of the number of bars/taverns in the area, the question of interaction with clients and the public was raised. Public comment was taken.

Concerns/questions:

- Tight confines for the area.
- Children in the neighborhood.
- Transportation to and from the facility for clients from other cities.
- Staff credentials.
- Source of clients (from other treatment centers, emergency rooms, etc.).
- Smoking area is immediately adjacent to residential properties

Dr. Nworie said the staff was educated in the field and held Graduate/Master's Degrees, the need for this service was great, the campus would be fenced fully, clients would be monitored, it would be a restricted environment, clients would be vetted, Alliant worked well within other communities.

- Addiction often resulted in the need for surgeries.
- Supported the request for the treatment center.

Staff requested recommendations and neighborhood meeting(s) prior to the granting of approval.

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **DEFER** the request. All the members voting yea, the motion passed.

**LOT CONSOLIDATION**

**11. Docket No. 08-23-19**  
**14519 Detroit Avenue**  
**One Lakewood Place**

George Papandreas, Carnegie Management and Development Corp., applicant request the review and approval of a lot consolidation for PPN 314-07-007, 314-07-008, 314-07-009, 314-07-010, 314-07-011, 314-07-012, 314-07-013, 314-07-014, 314-07-017, 314-07-033, 314-07-034, 314-07-035, 314-07-036, 314-07-037, 314-07-038, 314-07-039, and 314-07-145, pursuant to section 1155.06 – procedures of lot consolidations and resubdivisions. Property located in a C2 - Commercial and Retail district. (Page 42)

Staff provided an introduction of the proposal. Rustom Khouri, Carnegie Management and Development Corp., representative was present to explain the request. Public comment was closed as no one addressed the issue. The commission and staff had no questions or comments.

A motion was made by Mr. McMahon, seconded by Ms. Rossiter to **APPROVE** the request. All the members voting yea, the motion passed.

**12. Docket No. 08-24-19**  
**12700 Lake Avenue**  
**12700 Lake Avenue Condominium Association**

Edward Seligman, Lake Avenue Condominium Association, applicant requests the review and approval of a lot consolidation for PPN 312-09-017, pursuant to section 1155.06 - procedures of lot consolidations and resubdivisions. Property located in a C2 - Commercial and Retail district. (Page 45)

Staff provided an introduction of the proposal. Robert Secrist, Officer and Board Member of the Lake Avenue Condominium Association, was present to explain the request. Public comment was closed as no one addressed the issue.

A motion was made by Mr. McMahon, seconded by Mr. Baker to **APPROVE** the request with the condition(s):

- There is final approval of the Plat Map by the City Engineer.

All the members voting yea, the motion passed.

### COMMUNICATION

#### 13. Docket No. 08-25-19

**12650 Detroit Avenue  
Resiliency Task Force**

This communication from the Department of Planning and Development regarding the Resiliency Task Force is intended to update the Commission on the work of the Task Force so far to review City policies and programs, an update on the Task Force's public engagement efforts, and an introduction to the work anticipated for the rest of the year. The Task Force is currently reviewing the *Community Vision* master plan and will propose updates for the Commission's review later in the year. (Page 51)

Alex Harnocz, Planner, City of Lakewood, Michael Fodor and Kevin Hudson, Resiliency Task Force members, were present to deliver the communication, update the commission with the work done to date, and announce an upcoming public meeting. The commission suggested a posting on the web site and other media for broad communication of the redline changes to the Community Vision, asked if there would be a proposal for an eco-district within Lakewood.

A motion was made by Mr. McMahon, seconded by Mr. Kelly to **RECEIVE AND FILE** the communication. All the members voting yea, the motion passed.

### ADJOURN

A motion was made by Mr. Kelly seconded by Mr. McMahon to **ADJOURN** the meeting at 10:14 P.M. All the members voting yea, the motion passed.

Kate Lynn Milius  
Signature  
(on behalf of chair)

9/5/2019  
Date



Oath

*(You need not give an oath if you object. If you object to giving an oath, please notify the hearing officer or secretary before signing below.)*

I, the undersigned, hereby solemnly swear that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

SIGN NAME:

1. Alex Solon JSDI

*[Handwritten signature]*

2. Beth Heffner

*[Handwritten signature]*

3. Tim J. Borsky

*[Handwritten signature]*

4. Joe Kelly

5. Nicole Schwerdt

6. Jeremy Schwerdt

7. Amy Martin

8. MARK ZOBY

9. Bill Shie

10. Tom Bullock

11. JONI GAZZONI

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Large handwritten signature]*

Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

Lakewood Administrative Procedure:  ABR/BBS  Citizens Advisory  Civil Svc.  Dangerous Dog  Income Tax Appeals  Loan Approval  Nuisance Abatement Appeals  Parking  Planning  Zoning Appeals  Other:

Date of Proceeding: Thursday, August 1, 2019



### Oath

*(You need not give an oath if you object. If you object to giving an oath, please notify the hearing officer or secretary before signing below.)*

I, the undersigned, hereby solemnly swear that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

SIGN NAME:

1. DR. JOHN ANDRUE

[Signature]

2. ROBERT SECRIST

[Signature]

3. \_\_\_\_\_

\_\_\_\_\_

4. \_\_\_\_\_

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10. \_\_\_\_\_

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11. \_\_\_\_\_

\_\_\_\_\_

Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

Lakewood Administrative Procedure:  ABR/BBS  Citizens Advisory  Civil Svc.  Dangerous Dog  Income Tax Appeals  Loan Approval  Nuisance Abatement Appeals  Parking  Planning  Zoning Appeals  Other:

Date of Proceeding: Thursday, August 1, 2019

## Johanna Schwarz

---

**From:** Marty F Jones <martin.f.jones@sherwin.com>  
**Sent:** Friday, July 26, 2019 3:37 PM  
**To:** Planning Dept; Katelyn Milius  
**Cc:** Ron Wank  
**Subject:** RE: Detroit and Bunts Apartments at Planning Commission

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thanks Katelyn. Appreciate the info.

Marty Jones  
The Sherwin-Williams Company  
Performance Coatings Group  
Customer Complaint Coordinator - Industrial Wood  
martin.f.jones@sherwin.com  
216 566-3624 - Office

---

**From:** Planning Dept <Planning@lakewoodoh.net>  
**Sent:** Friday, July 26, 2019 3:00 PM  
**To:** Katelyn Milius <Katelyn.Milius@lakewoodoh.net>  
**Subject:** [EXTERNAL] Detroit and Bunts Apartments at Planning Commission

**This email originated outside the Company**

Dear Neighbors and Residents,

You are receiving this email because you have contacted us about the Detroit and Bunts Apartments. I am writing to clarify the agenda for the August 1<sup>st</sup> meeting, specifically related to Solove's Detroit and Bunts docket items.

You will see three of their items on the agenda:

1. Docket No. 02-03-19 – Planned Development
2. Docket No. 08-21-19 – Conditional Use for Accessory Parking  
This request is to utilize the southernmost parcel on Parkwood, currently zoned R1, as a parking lot. Accessory parking is a conditional use in the zoning code. This parcel is currently a parking lot that has a conditional use for accessory parking approved by the Planning Commission in 2000. A conditional use for accessory parking does not transfer ownership, therefore the applicant is required to apply to maintain this parcel as accessory parking.
3. Docket No. 08-22-19 – Lot Consolidation  
This is a request to consolidate the Wingstar and Educators music parcels. This request is reviewed under Chapter 1155 of the zoning code.

The Planned Development Docket item 02-03-19 will not be presented and the applicant has requested a deferral. The second two items will be presented and heard at the August meeting.

Please send any questions or comments to [planning@lakewoodoh.net](mailto:planning@lakewoodoh.net) as I will be on vacation next week.

Thank you,  
Katelyn

**Katelyn Milius, PE**

City Planner  
Department of Planning & Development  
City of Lakewood  
12650 Detroit Avenue  
Lakewood, OH 44107  
216-529-6634

## Johanna Schwarz

---

**From:** Katelyn Milius  
**Sent:** Tuesday, July 23, 2019 12:01 PM  
**To:** Johanna Schwarz; David Baas  
**Subject:** FW: Clifton Club-Planning Commission

-----Original Message-----

From: Michael Bentley <mabentley9@gmail.com>  
Sent: Tuesday, July 23, 2019 11:53 AM  
To: Katelyn Milius <Katelyn.Milius@lakewoodoh.net>  
Cc: Kathy Stringer <kathy.s@cliftonclub.com>  
Subject: Clifton Club-Planning Commission

Katelyn,

The Clifton Club is requesting to defer our application with the Planning Commission another month.

In the meantime, can you send us over the documentation sent in by neighbors, etc. regarding our matter?

Thanks,

Mike Bentley  
President, The Clifton Club

## Johanna Schwarz

---

**From:** Mark Strozewski <m\_strozewski@yahoo.com>  
**Sent:** Sunday, July 28, 2019 9:15 AM  
**To:** Planning Dept  
**Subject:** Docket no 08-20-19 Alliant Treatment Center

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Katelyn Milius,

I have received the letter for change of the funeral home to drug abuse treatment center on 13428 Madison. This lot neighbors my house.

My first question is which building exactly are we talking about? There are 3 buildings I believe in that lot. Two marked Slone & Co which are front most, and 1 further back, out of view that is white.

I am most concerned if it is this out of view building. It is much too hidden to be monitored properly.

Is this proposed new business county, city, privately run?

What is the city ordinances on loitering and pan handling?

Who would I contact if I have single and on going issues with residences of the property? (for example if they are noisy or wandering onto my property constantly).

How are these residents referred to this facility? Is it a voluntary facility or court ordered, etc?

Also I have concerns of the facility being placed here, as it is right across the street from 2-3 bars and it is 2 blocks away from the high school property.

Thank you,  
Mark Strozewski  
1667 Elbur Ave

## Johanna Schwarz

---

**From:** Mark Strozewski <m\_strozewski@yahoo.com>  
**Sent:** Wednesday, July 31, 2019 8:27 AM  
**To:** Planning Dept  
**Subject:** Docket no 08-20-19 Alliant Treatment Center

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Katelyn Milius,

I have received the letter for change of the funeral home to drug abuse treatment center on 13428 Madison. This lot neighbors my house.

My first question is which building exactly are we talking about? There are 3 buildings I believe in that lot. Two marked Slone & Co which are front most, and 1 further back, out of view that is white.

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How are these residents referred to this facility? Is it a voluntary facility or court ordered, etc?

Also I have concerns of the facility being placed here, as it is right across the street from 2-3 bars and it is 2 blocks away from the high school property.

Thank you,  
Mark Strozewski  
1667 Elbur Ave



4/12/2019 Brockey@Detroit 139m





USED CARS

TOTAL FOOT CARE

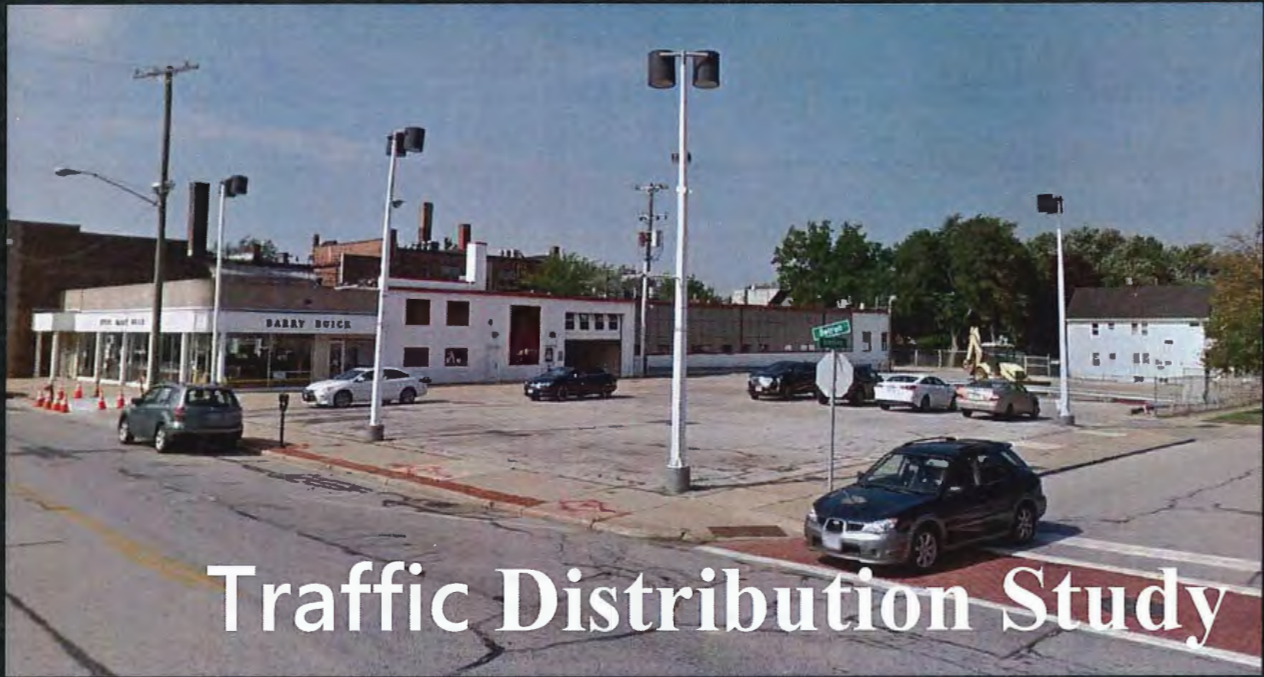
USED CARS







**TMS Engineers, Inc**



# Traffic Distribution Study

## Proposed Barry Buick Project Lakewood, Ohio

June 14, 2019

Prepared for:

Jerome Solove Development, Inc.  
14837 Detroit Avenue  
#339  
Lakewood, Ohio 44107

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## Executive Summary

This Traffic Distribution Study (TIS) has been prepared at the request of Jerome Solove Development, Inc. for the proposed re-development of the Barry Buick site. The development site is located in the City of Lakewood, Cuyahoga County, Ohio.

The development will include two parcels located at the along the south side and two parcels along the north side of Detroit Avenue (US Route 6). The development (Northeast Site) along the north side of Detroit Avenue (US Route 6) is located between Cranford Avenue to the west and Brockley Avenue to the east. There is also parking field (Northwest Site) located along the north side of Detroit Avenue (US Route 6) to the west of Cranford Avenue. The development along the south side of Detroit Avenue is located along the west (Southwest Site) and east (Southeast Site) side of Orchard Grove Avenue.

The development is expected to consist of the following land use:

- **150 Residential Units**

The overall development plan includes five (5) access driveways. Curb cuts are proposed along the west side of Brockley Avenue, the north side of Detroit Avenue (US Route 6), the south side of Detroit Avenue (US Route 6), the west side of Orchard Avenue, and the east side of Orchard Avenue. The access locations are proposed as full access driveways that permit all ingress and egress movements.

The weekday AM peak hour of traffic was determined to be 8:00 AM to 9:00 AM. The weekday PM peak hour of traffic was found to be 4:30 PM to 5:30 PM. These periods will be used to forecast future traffic volumes since they reflect the period of the highest volume of traffic flow for the proposed development and the study area roadways.

The development is proposed to open in the spring of 2021. The year 2021 will be used to forecast future traffic volumes for the Opening Year of the development. The year 2031 will be used as the design year to forecast the future ten year traffic volumes.

The development of future traffic volumes will be based on the forecasting guidelines and methodology found in the Ohio Department of Transportation's **Ohio Traffic Forecasting Manual**.

The proposed development is expected to generate the following average hourly traffic during the AM and PM peak periods:

ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	SIZE (Units)	Weekday AM Peak Hour (Enter/Exit)		Weekday PM Peak Hour (Enter/Exit)	
221	Multifamily Housing (Mid-Rise)	150	13	38	40	25
<b>TOTAL NEW TRIPS</b>			<b>51</b>		<b>65</b>	

The estimated 2021 and 2031 No-Build traffic volumes for the study area are shown graphically in **Figures 3.9 and 3.10, Pages 31 and 32**. This traffic is the expected traffic if the proposed development is not constructed, the “No-Build” condition.

The estimated 2021 and 2031 Build traffic volumes for the proposed development under the full build conditions (150 units) are shown graphically in **Figures 3.11 and 3.12, Pages 33 and 34** for the proposed development. These traffic volumes are the expected volumes if 150 units of the proposed development are constructed, or the “Build” condition.

It is our opinion that the site generated development traffic can be accommodated without adversely impacting the area roadway network based upon the development site plan shown in **Figure 1.2** and the results of the analysis in this study.

# Chapter 1

## Introduction

### 1.1 Purpose of Report

This Traffic Distribution Study (TIS) has been prepared at the request of Jerome Solove Development, Inc. for the proposed re-development of the Barry Buick site. The development site is located in the City of Lakewood, Cuyahoga County, Ohio.

The development will include two parcels located at the along the south side and two parcels along the north side of Detroit Avenue (US Route 6). The development (Northeast Site) along the north side of Detroit Avenue (US Route 6) is located between Cranford Avenue to the west and Brockley Avenue to the east. There is also parking field (Northwest Site) located along the north side of Detroit Avenue (US Route 6) to the west of Cranford Avenue. The development along the south side of Detroit Avenue is located along the west (Southwest Site) and east (Southeast Site) side of Orchard Grove Avenue.

**Figure 1.1, Page 2** shows the proposed location of the development.

The development is expected to consist of the following land use:

- **150 Residential Units**

The overall development plan includes five (5) access driveways. Curb cuts are proposed along the west side of Brockley Avenue, the north side of Detroit Avenue (US Route 6), the south side of Detroit Avenue (US Route 6), the west side of Orchard Avenue, and the east side of Orchard Avenue. The access locations are proposed as full access driveways that permit all ingress and egress movements at each of the sites.

**Figure 1.2, Page 3** shows the proposed site plan for the development including the location of the development buildings, parking fields, and the access locations. It should be noted that the site plan includes an access driveway on Cranford Avenue that will not be considered as part of this report as no connection is going to be made to Cranford Avenue.

The development is proposed to open in the spring of 2021. The year 2021 will be used to forecast future traffic volumes for the Opening Year of the development. The year 2031 will be used as the design year to forecast the future ten year traffic volumes.



**SITE  
LOCATION**

**TMS Engineers, Inc.**  
 2112 Case Parkway S., Unit 7,  
 Twinsburg, Ohio 44087  
 www.TMSengineers.com

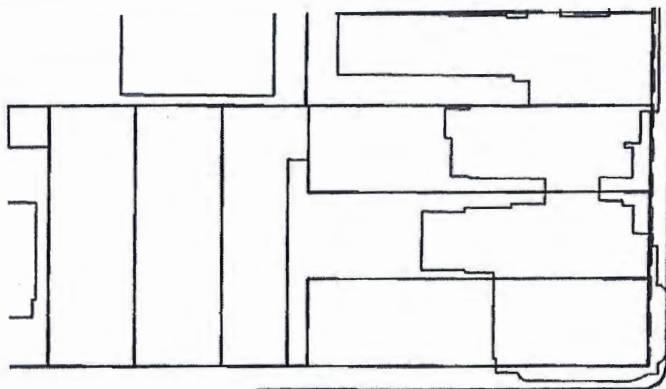
**Barry Lakewood  
 Traffic Impact Study  
 Lakewood, Ohio**

**Location Map**

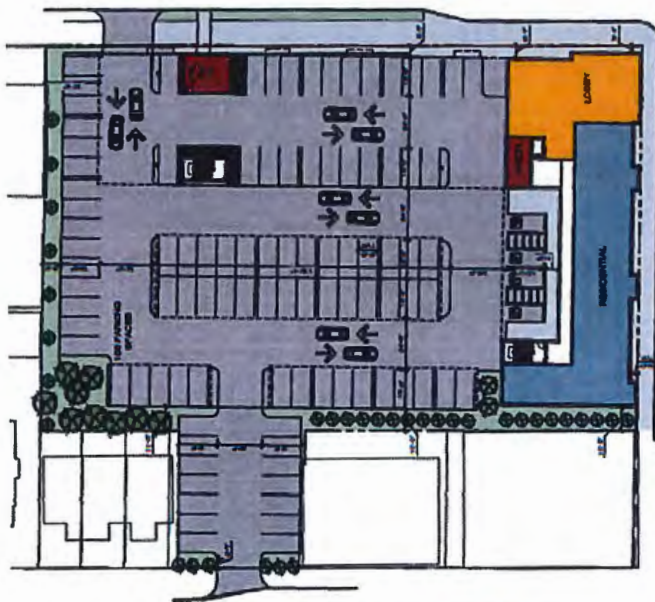
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 NOT TO  
 SCALE**

**Figure 1.1**

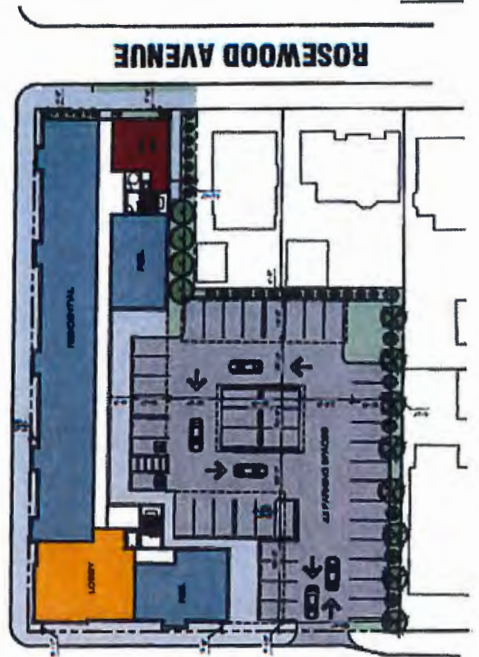
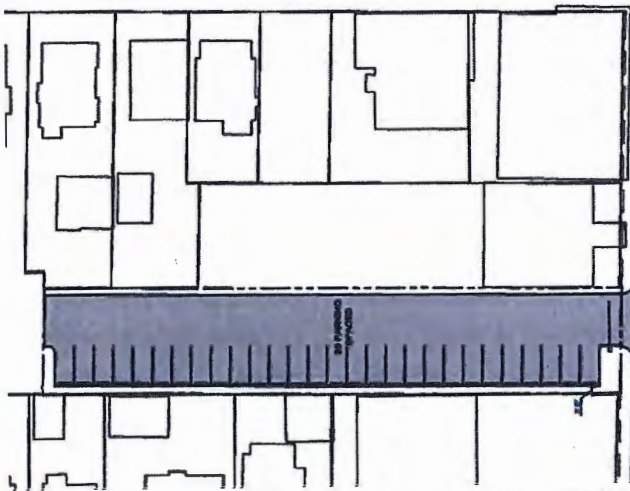
**Page 2**



**BROCKLEY AVENUE**



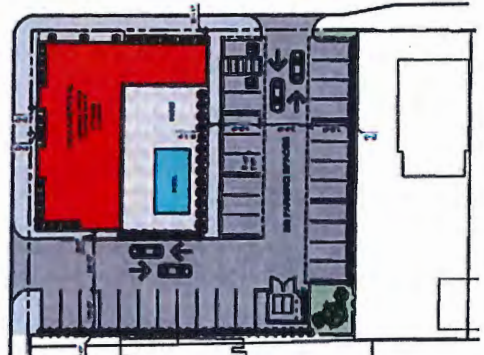
**CRANFORD AVENUE**



**ROSEWOOD AVENUE**

**ORCHARD GROVE AVENUE**

**DETROIT AVENUE**



**NORTHLAND AVENUE**

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Barry Lakewood  
Traffic Impact Study  
Lakewood, Ohio

Site Plan

←  
NORTH  
NOT TO  
SCALE

Figure 1.2

Page 3

## 1.2 Study Objectives

This study is structured for the following purposes;

- to adequately assess the site generated traffic associated with the proposed development,
- to identify expected access and roadway distributions patterns of the site generated traffic, and
- to provide a comprehensive study which evaluates and documents the expected distribution of the site generated traffic to adjacent roadway network.

The development of future traffic volumes will be based on the forecasting guidelines and methodology found in the Ohio Department of Transportation's **Ohio Traffic Forecasting Manual**.

This study documents the methodologies, findings and conclusions of the traffic forecast, including the basis for all assumptions, traffic parameters utilized and conclusions reached.

## Chapter 2

### Area Conditions

#### 2.1 Transportation Network Study Area

The Ohio Department of Transportation functionally classifies roadways to help define a roadway's characteristics as well as identify roadways that are eligible for federal funds. Functional classification is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Generally, streets and highways perform two types of service. They provide either traffic mobility or land access and can be ranked in terms of the proportion of service they provide.

The functional classification as determined by ODOT will be used in this report to apply growth and design hour factors to the study area roadways for use in forecasting the future traffic volumes in the study area. These factors are determined using data, guidelines, and methodology supplied by ODOT. These methods and the corresponding data are based on the roadways assigned functional classification. The ODOT methods for forecasting future traffic volumes are a recognized traffic engineering standard.

Roadways that are not listed as having a functional classification can be assigned into one of two categories. The first category is a local roadway and the second category is that of an access drive.

The ODOT functional classification of the roadways in the study area can currently be seen on ODOT's website at the following web address:

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/RoadwayFunctionalClass.aspx>

The following table lists the study area roadways that have an assigned functional classification as determined by ODOT and local government entities.

**Table 2.1 Functional Classification**

ROADWAY	AREA	FC #	CLASSIFICATION
Detroit Avenue (US Route 6)	Urban	4	Minor Arterial
Orchard Grove Avenue	Urban	7	Local Roadway
Brockley Avenue	Urban	7	Local Roadway

Figure 2.1, Page 7 illustrates the section of the functional classification map for the study area.

The following table details the primary characteristics of the study area roadways:












**Table 2.2 Roadway Characteristics**

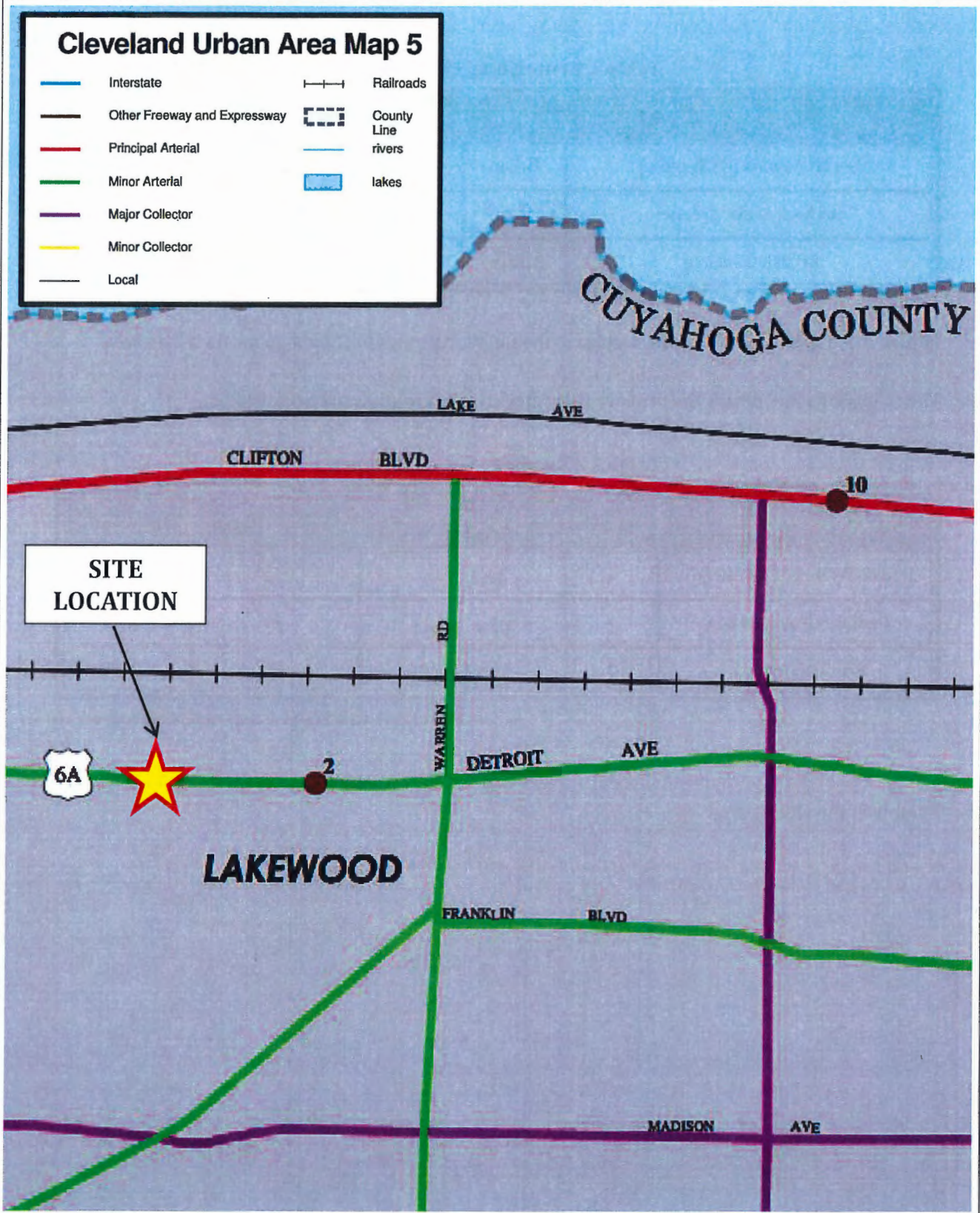
ROADWAY	# OF LANES	ORIENTATION	SPEED LIMIT (MPH)	ADT* (VPD)
Detroit Avenue (US Route 6)	3	East-West	25	6,770
Orchard Grove Avenue	2	North-South	25	620
Brockley Avenue	2	North-South	25	1,130

\* 2019 Collected Traffic Data/Rounded to nearest 10

On-street parking is permitted along Detroit Avenue (US Route 6), Orchard Grove Avenue, and Brockley Avenue in the study area.

# Cleveland Urban Area Map 5

- |  |   |
|--|---|
|  Interstate                   |  Railroads   |
|  Other Freeway and Expressway |  County Line |
|  Principal Arterial           |  rivers      |
|  Minor Arterial               |  lakes       |
|  Major Collector              |   |
|  Minor Collector              |   |
|  Local                        |   |



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 Traffic Impact Study  
 Lakewood, Ohio

Functional  
 Classification

  
 NORTH  
 NOT TO  
 SCALE

Figure 2.1  
 Page 7

The following sections details the lane use and traffic control the intersections under study for this report.

### **DETROIT AVENUE (US ROUTE 6) & ORCHARD GROVE AVENUE**

#### **Detroit Avenue (US 6) West Approach**

- 1 Shared Through & Right Turn Lane

#### **Detroit Avenue (US 6) East Approach**

- 1 Exclusive Left Turn Lane

- 1 Through Lane

#### **Orchard Grove Avenue South Approach**

- 1 Shared Through & Right Turn Lane

The intersection is controlled by a stop sign on the Orchard Grove Avenue (south) approach. The Detroit Avenue approaches operate under free-flow conditions with the westbound left turn movement yielding to the eastbound movements.

### **DETROIT AVENUE (US ROUTE 6) & BROCKLEY AVENUE**

#### **Detroit Avenue (US 6) West Approach**

- 1 Exclusive Left Turn Lane

- 1 Through Lane

#### **Detroit Avenue (US 6) East Approach**

- 1 Shared Through & Right Turn Lane

#### **Brockley Avenue North Approach**

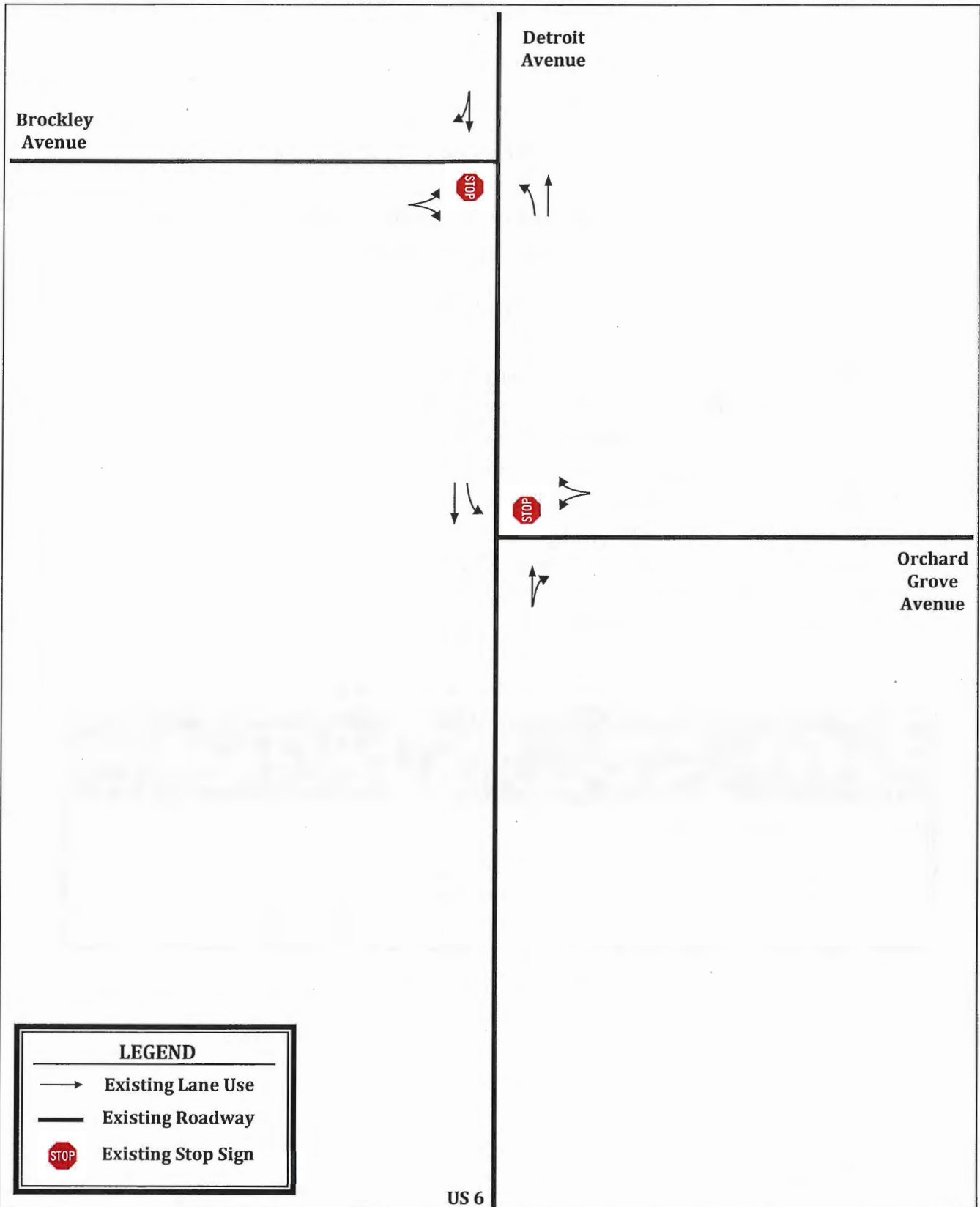
- 1 Shared Through & Right Turn Lane

The intersection is controlled by a stop sign on the Brockley Avenue (north) approach. The Detroit Avenue approaches operate under free-flow conditions with the eastbound left turn movement yielding to the westbound movements.




**Figure 2.2, Page 9** shows an aerial view of the study area.

**Figure 2.3, Page 10** shows the lane use and traffic control conditions based upon the existing conditions in the study area. These will be considered the existing base conditions for this report.





**LEGEND**

-  Existing Lane Use
-  Existing Roadway
-  Existing Stop Sign

US 6

## 2.2 Traffic

Weekday nine hour turning movement counts were performed at the following locations:

1. **Detroit Avenue (US Route 6) & Orchard Grove Avenue**
2. **Detroit Avenue (US Route 6) & Brockley Avenue**

The traffic counts were performed on Tuesday, May 7, 2019.

The weekday traffic count was conducted in fifteen (15) minute intervals between the hours of 7 AM - 10 AM, 11 AM - 2 PM, and 3 PM - 6 PM, then hourly totals were calculated. A copy of the intersection turn movement count is included in **Appendix A**. Average daily traffic was calculated for the roadways using expansion factors to account for daily and seasonal variations according to the recommendations and latest data from the Ohio Department of Transportation.

The following tables detail a breakdown of the hourly volumes during the AM and PM hours that were determined to experience the highest traffic volumes. The data shown in the tables will be used in the determination of the AM and PM peak hours for the study area intersections.

**Table 2.3 AM Peak Hour Traffic Volumes**

INTERSECTION	COUNT DATE	TOTAL ENTERING VOLUME (Vehicles per Hour)				
		7:30-8:30	7:45-8:45	8:00-9:00	8:15-9:15	8:30-9:30
Detroit & Orchard Grove	5/7/19	681	697	730	722	708
Detroit & Brockley	5/7/19	652	664	711	711	713
<b>TOTAL</b>		<b>1333</b>	<b>1361</b>	<b>1441</b>	<b>1433</b>	<b>1421</b>

**Table 2.4 PM Peak Hour Traffic Volumes**

INTERSECTION	COUNT DATE	TOTAL ENTERING VOLUME (Vehicles per Hour)				
		4:00-5:00	4:15-5:15	4:30-5:30	4:45-5:45	5:00-6:00
Detroit & Orchard Grove	5/7/19	960	1009	1040	1050	1038
Detroit & Brockley	5/7/19	971	1003	1025	1011	988
<b>TOTAL</b>		<b>1931</b>	<b>2012</b>	<b>2065</b>	<b>2061</b>	<b>2026</b>

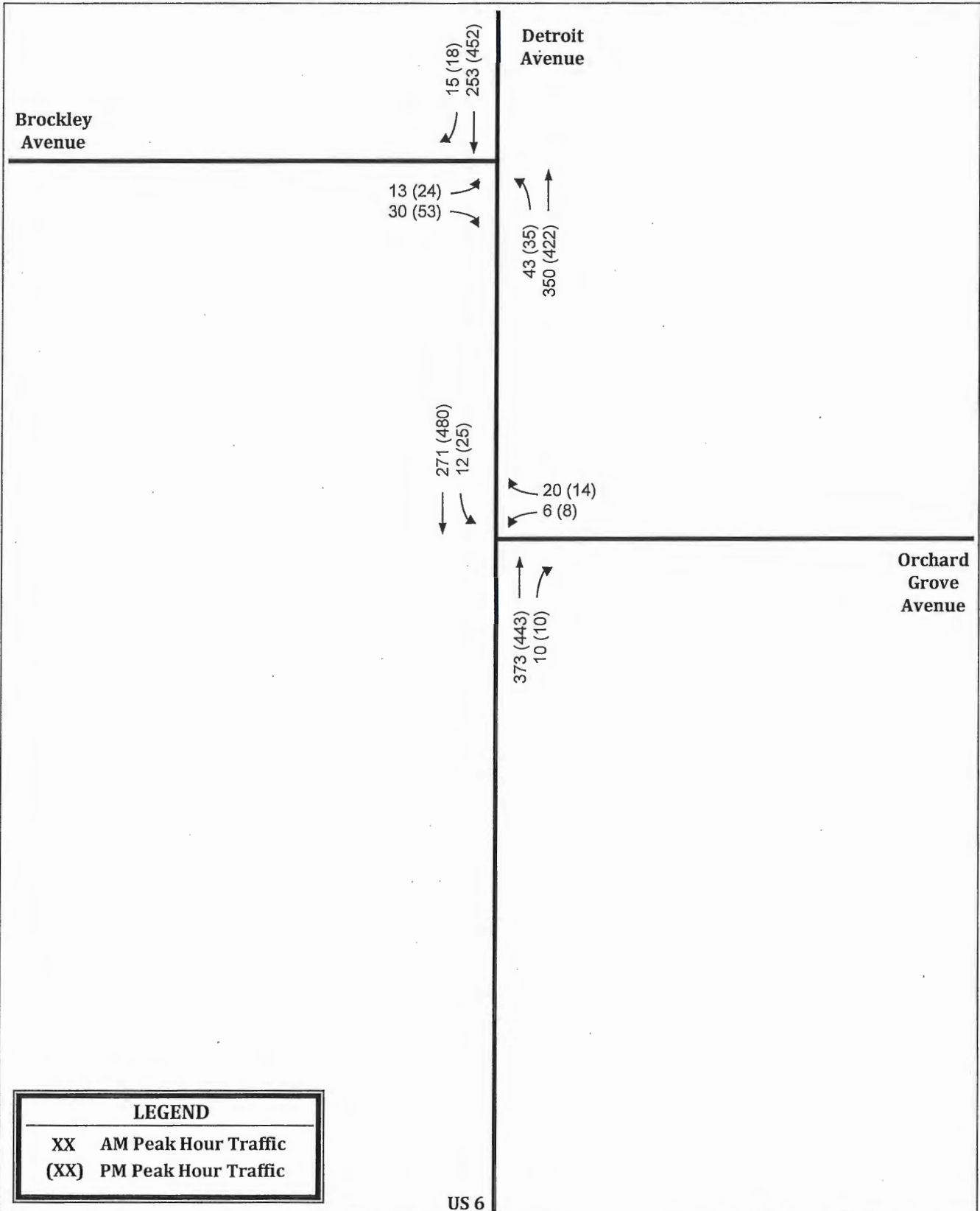
Based on the collected traffic data the peak hours for the study area were determined based on the AM and PM hour experiencing the highest total volume in the study area. The peak hour volumes are indicated in red in the previous tables.

The weekday AM peak hour of traffic was determined to be 8:00 AM to 9:00 AM. The weekday PM peak hour of traffic was found to be 4:30 PM to 5:30 PM. These periods will be used to forecast future traffic volumes since they reflect the period of the highest volume of traffic flow for the proposed development and the study area roadways.

The peak hour traffic volumes detailed in **Appendix A** were determined to have minimal variations between the adjacent count locations. The volumes along Detroit Avenue should be equal between Orchard Grove Avenue and Brockley Avenue as there are no intersecting roadways or driveways between the side streets to gain or lose vehicles. Therefore balancing the Detroit Avenue (US Route 6) volumes is required.

*Balancing* traffic volumes is a process by which the differences between traffic volume data at adjacent traffic count locations is eliminated. The Detroit Avenue (US Route 6) through volumes were balanced by distributing the higher volume to the main street through movements. The higher intersection volume in each direction for each peak hour was used to override the lower volume of the adjacent intersection and then was distributed to the through movement of the adjacent intersection. No changes were made to any of the turning movements or side street traffic volumes in the *balancing* process.

The existing *balanced* peak hour traffic volumes are shown in **Figure 2.4, Page 13**.



## Chapter 3

### Projected Traffic Conditions

#### 3.1 Site Generated Traffic

##### Trip Generation

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed development. The most widely accepted method of determining the amount of traffic that the proposed development will generate is to compare the proposed land use with existing facilities of the same use. The Institute of Transportation Engineers (ITE) has prepared a manual titled “**Trip Generation Manual**”, which is a compilation of similar traffic generation studies to aide in making such a comparison. The most recent update of this manual is the 10<sup>TH</sup> edition and was utilized for this study.

The development is expected to consist of the following land use:

- **150 Residential Units**

It should be noted that the building at the southwest corner of Detroit Avenue (US Route 6) and Orchard Grove Avenue is expected to consist of auxiliary services related to the residential units such as a fitness facility, pool, and leasing offices. The development services are accounted for in the trip generation of the residential units.

The following table details the development land use from the site plan (**Figure 1.2**) and the corresponding ITE land use that will be used to forecast the site generated traffic volumes for the Build conditions:

**Table 3.1 ITE Land Use Code**

<b>SITE PLAN DESCRIPTION</b>	<b>SIZE</b>	<b>LAND USE</b>	<b>ITE CODE</b>	<b>ITE DESCRIPTION</b>
Living Units	150 Units	Residential	820	Multifamily Housing (Mid-Rise)

The Multifamily Housing (Mid-Rise) land use was chosen based on the following definition from the ITE **Trip Generation Manual**:

*“Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).”*

Trip generation calculations for the development were performed utilizing data contained in the **Trip Generation Manual** and the methods outlined in the (ITE) **Trip Generation Handbook**. Copies of the trip generation worksheets can be found in **Appendix B**.

The following tables detail the development generated traffic volumes based on the methods outlined in the (ITE) **Trip Generation Handbook**.

**Table 3.3 New Trip Generation**

ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	SIZE (Units)	Weekday AM Peak Hour (Enter/Exit)		Weekday PM Peak Hour (Enter/Exit)	
221	Multifamily Housing (Mid-Rise)	150	13	38	40	25
<b>TOTAL NEW TRIPS</b>			<b>51</b>		<b>65</b>	

The previous table shows that the proposed development is expected to generate a total of 51 new trips in the AM peak hour and 65 new trips in the PM peak hour.

### 3.2 Distribution of Site Generated Traffic

The directional distribution for the new generated traffic is a function of the prevailing operating conditions on the existing roadways. The distribution patterns that were assumed are shown in the tables that follow and are based upon the existing traffic volumes entering and exiting the study area via Detroit Avenue (US Route 6), Orchard Grove Avenue, and Brockley Avenue during the AM and PM peak hours shown in **Figure 2.4**.

The following tables detail the distribution of the new generated trips for the proposed development.

**Table 3.3 AM New Trip Origins and Destinations**

ORIGIN/ DESTINATION	ROUTE	FROM (ENTER)	% TOTAL	NEW TRIPS	TO (EXIT)	% TOTAL	NEW TRIPS
EAST	Detroit Avenue	268	37%	5	363	50%	19
WEST	Detroit Avenue	383	53%	7	277	39%	15
NORTH	Brockley Avenue	43	6%	1	58	8%	3
SOUTH	Orchard Grove Ave.	26	4%	0	22	3%	1
<b>TOTALS</b>		<b>720</b>	<b>100%</b>	<b>13</b>	<b>720</b>	<b>100%</b>	<b>38</b>

**Table 3.4 PM New Trip Origins and Destinations**

ORIGIN/ DESTINATION	ROUTE	FROM (ENTER)	% TOTAL	NEW TRIPS	TO (EXIT)	% TOTAL	NEW TRIPS
EAST	Detroit Avenue	470	46%	18	446	44%	11
WEST	Detroit Avenue	453	44%	18	488	48%	12
NORTH	Brockley Avenue	77	8%	3	53	5%	1
SOUTH	Orchard Grove Ave.	22	2%	1	35	3%	1
<b>TOTALS</b>		<b>1022</b>	<b>100%</b>	<b>40</b>	<b>1022</b>	<b>100%</b>	<b>25</b>

The development is served by four parking areas that have a total of 204 spaces. The peak hour generated trips will be assigned to each parking area based on the percentage of parking spaces in each of the areas. The following table details the assignment of site generated peak hour trips to each of the four available parking areas.

**Table 3.5 Trip Assignment to Development Areas**

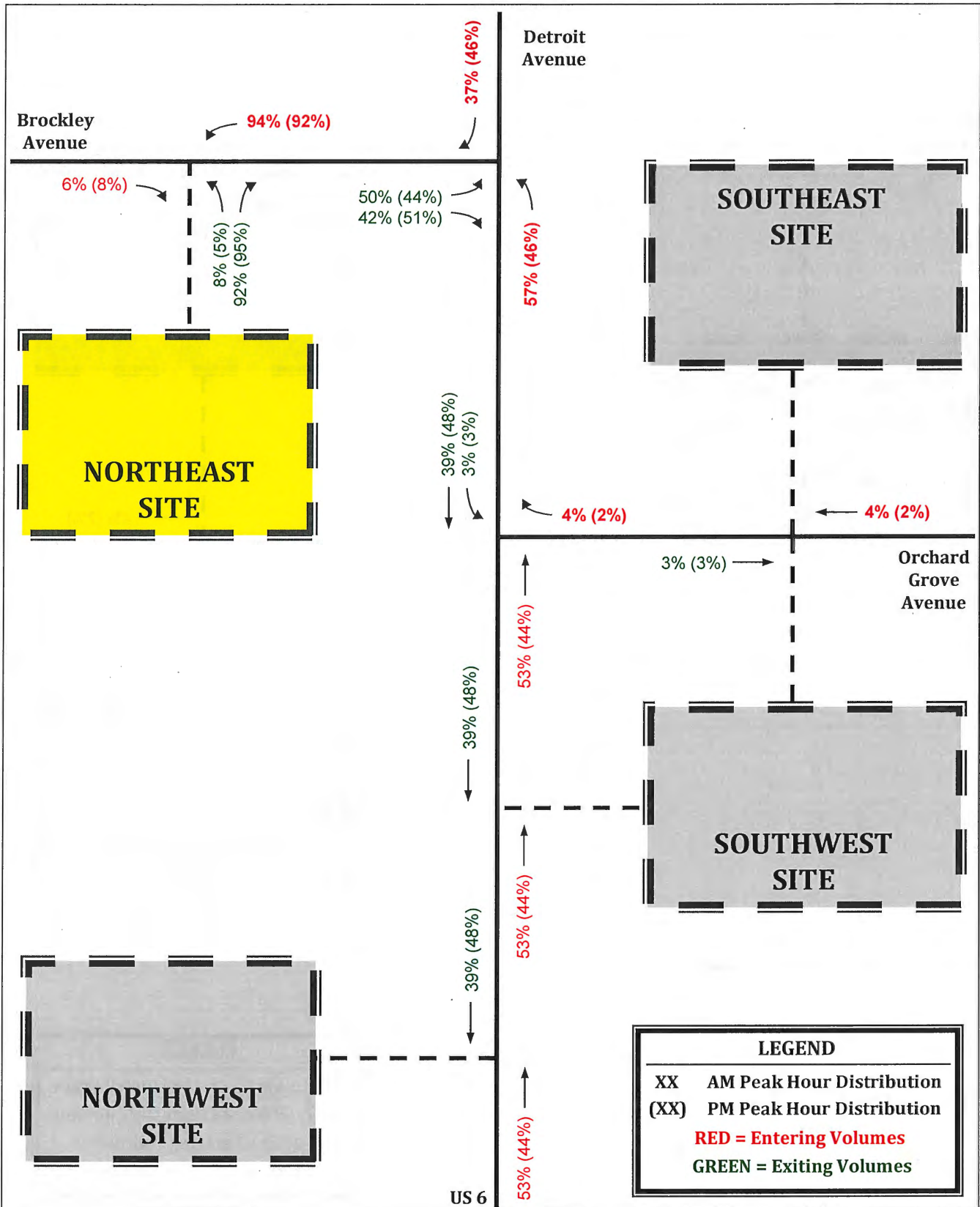
PARKING FIELD	# OF SPACES	PERCENTAGE OF SPACES	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXT	ENTER	EXIT
NORTHEAST	100	49%	6	19	20	12
NORTHWEST	28	14%	2	5	5	4
SOUTHEAST	44	21%	3	8	9	5
SOUTHWEST	32	16%	2	6	6	4
<b>TOTAL</b>	<b>204</b>	<b>100%</b>	<b>13</b>	<b>38</b>	<b>40</b>	<b>25</b>

The directional distribution for the new AM and PM peak hour generated traffic to the northeast parking area is shown graphically in **Figure 3.1, Page 18**.

The directional distribution for the new AM and PM peak hour generated traffic to the northwest development area is shown graphically in **Figure 3.2, Page 19**.

The directional distribution for the new AM and PM peak hour generated traffic to the southeast development area is shown graphically in **Figure 3.3, Page 20**.

The directional distribution for the new AM and PM peak hour generated traffic to the southwest development area is shown graphically in **Figure 3.4, Page 21**.



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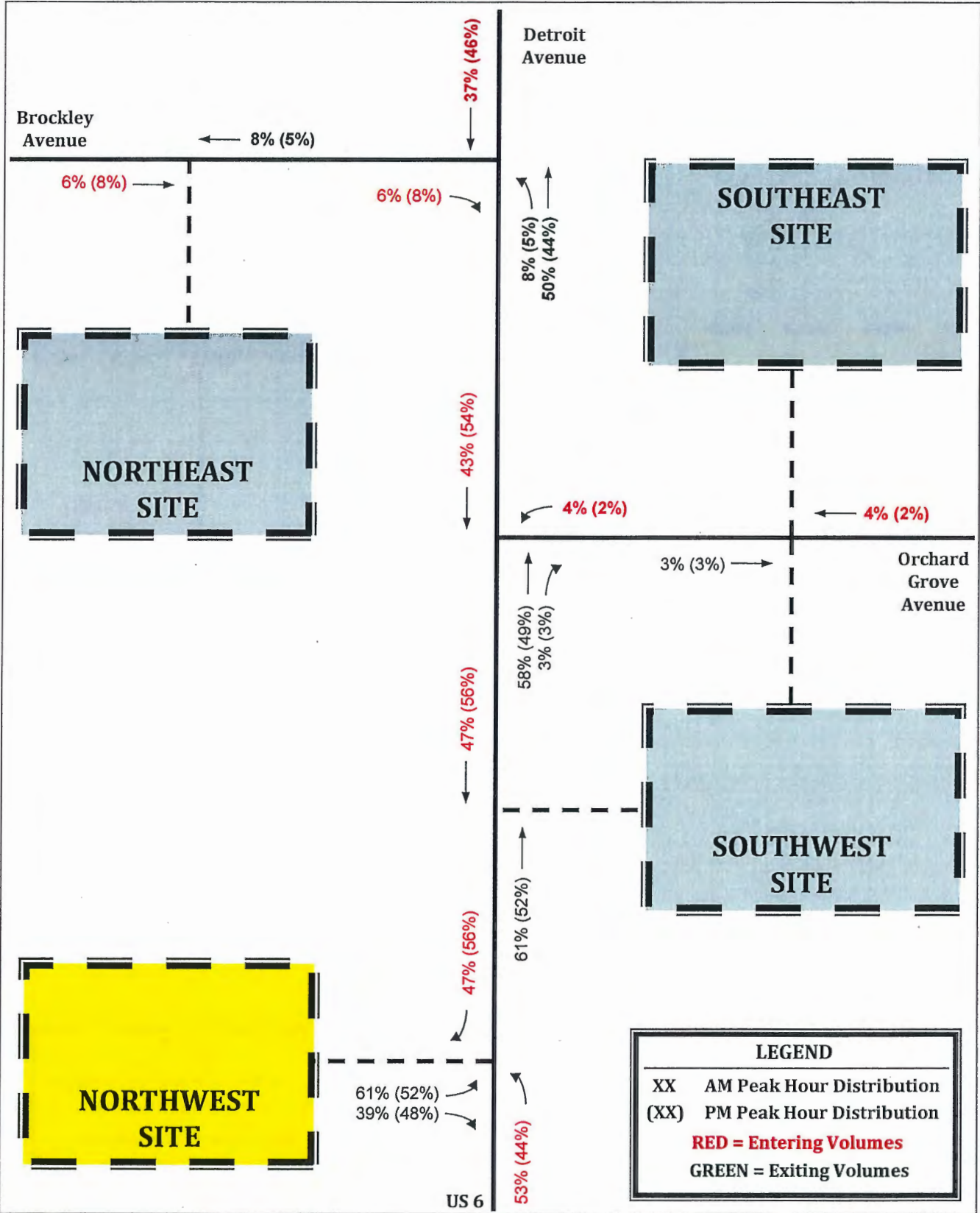
**Barry Lakewood  
Traffic Distribution Study  
Lakewood, Ohio**

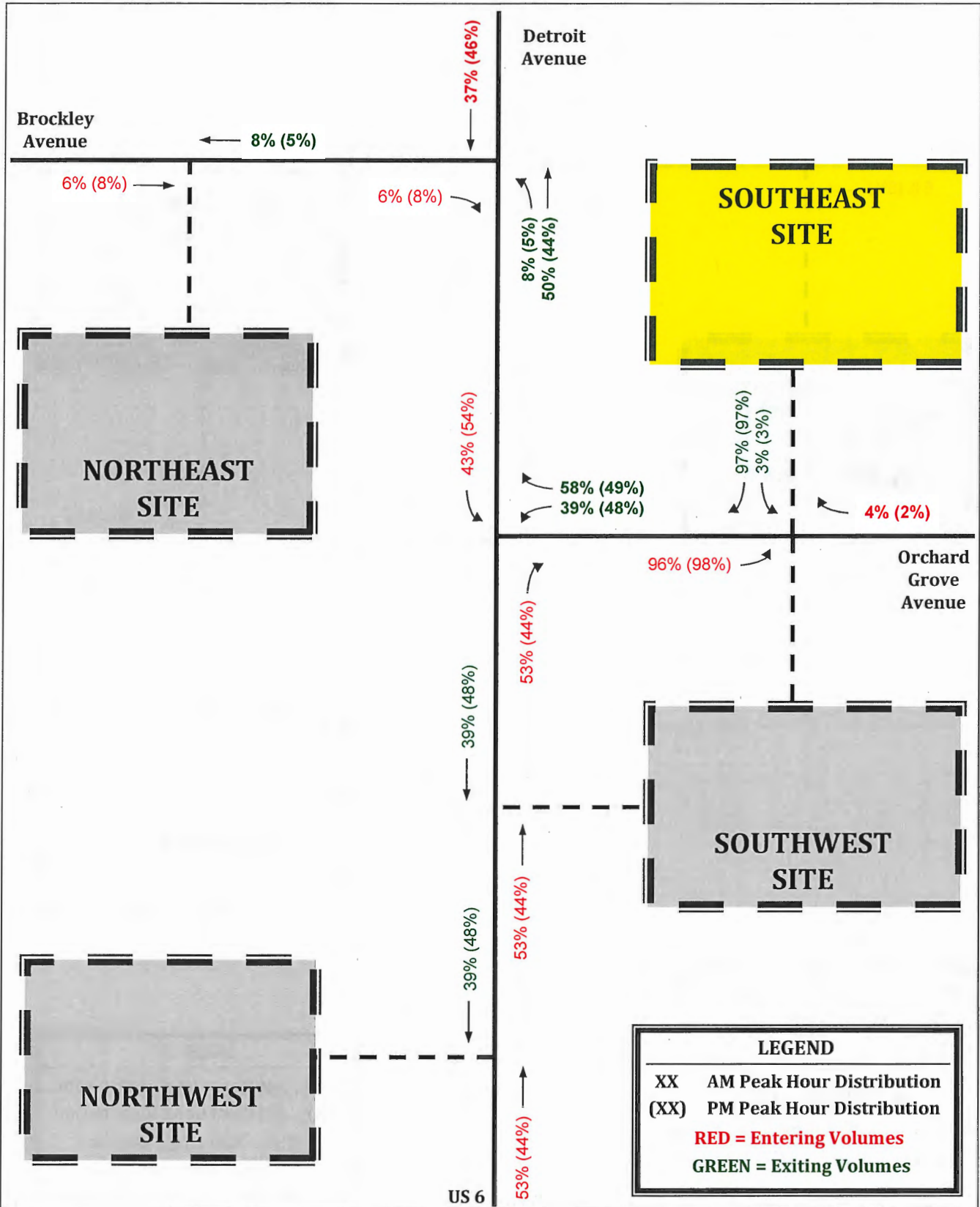
**New Generated  
Traffic Distribution  
(Northeast Site)**

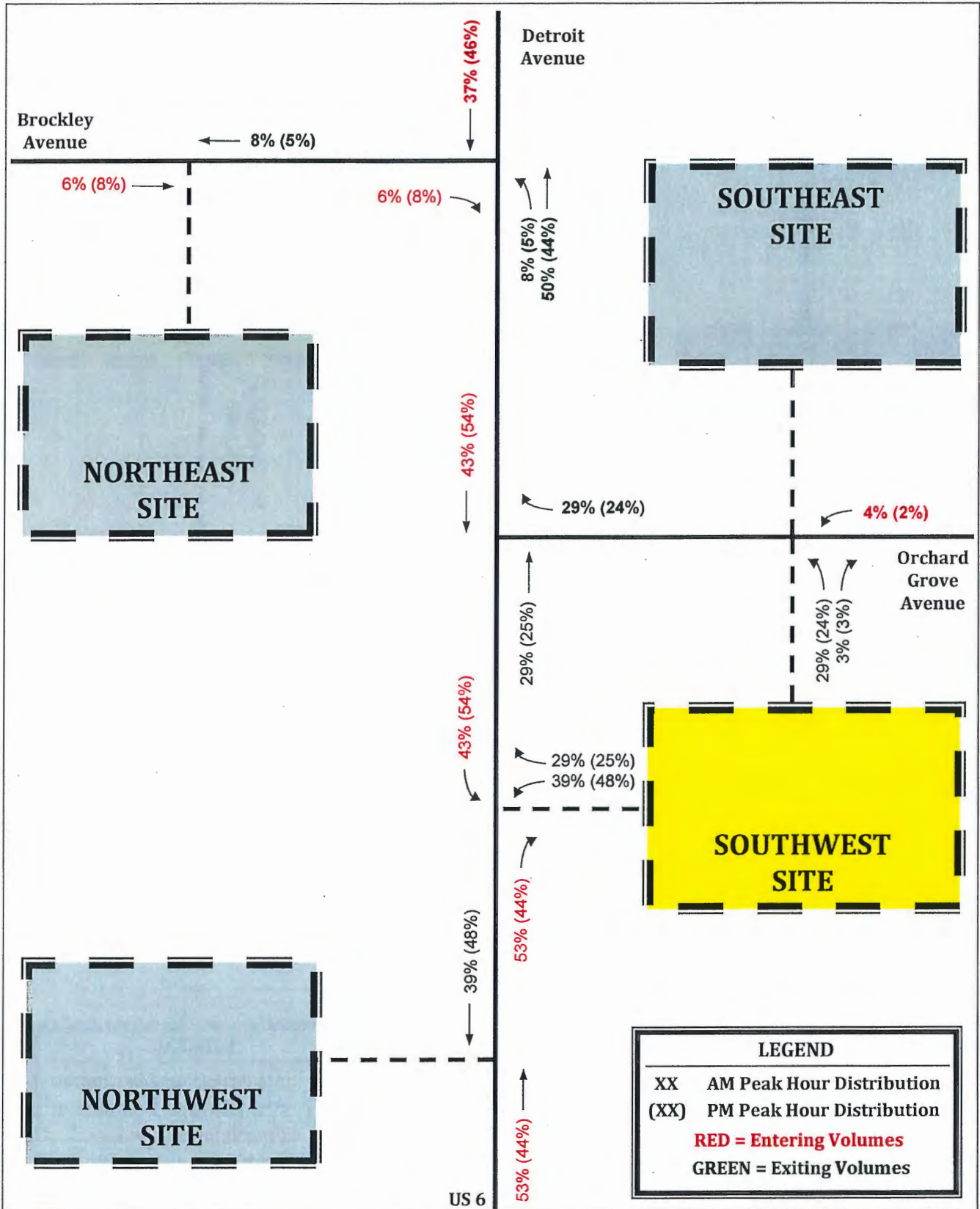
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**Figure 3.1**

**Page 18**







**LEGEND**

XX AM Peak Hour Distribution  
 (XX) PM Peak Hour Distribution  
**RED = Entering Volumes**  
**GREEN = Exiting Volumes**

**Assignment of Site Generated Traffic**

Based upon the distribution patterns shown in **Figure 3.1** , the new AM and PM peak site generated traffic was assigned to the study intersections for the northeast parking area.

The assignment of the estimated new site generated traffic for the northeast area of the proposed development under the opening and design year conditions is shown graphically in **Figure 3.5, Page 23.**

Based upon the distribution patterns shown in **Figure 3.2** , the new AM and PM peak site generated traffic was assigned to the study intersections for the northwest development area.

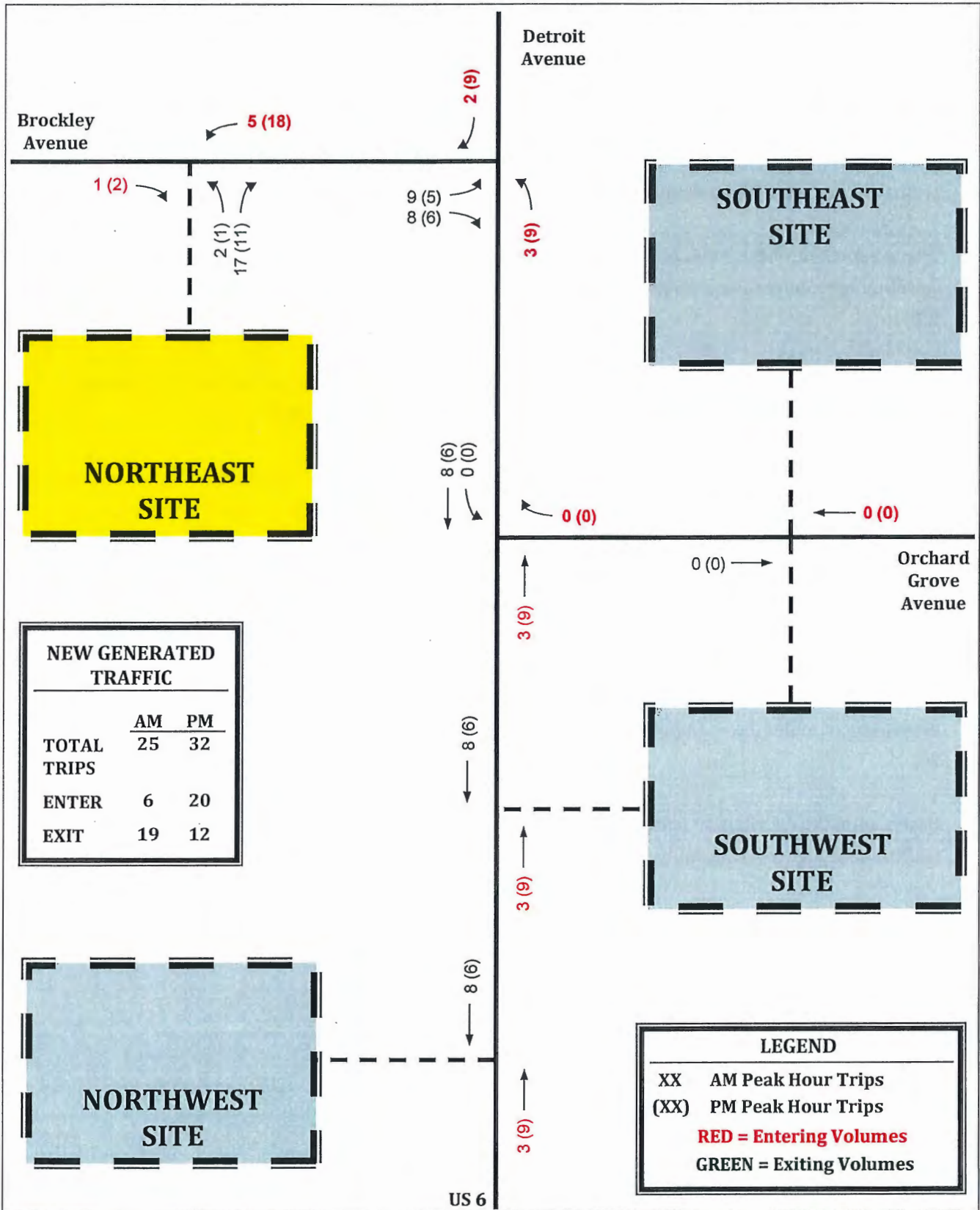
The assignment of the estimated new site generated traffic for the northwest area of the proposed development under the opening and design year conditions is shown graphically in **Figure 3.6, Page 24.**

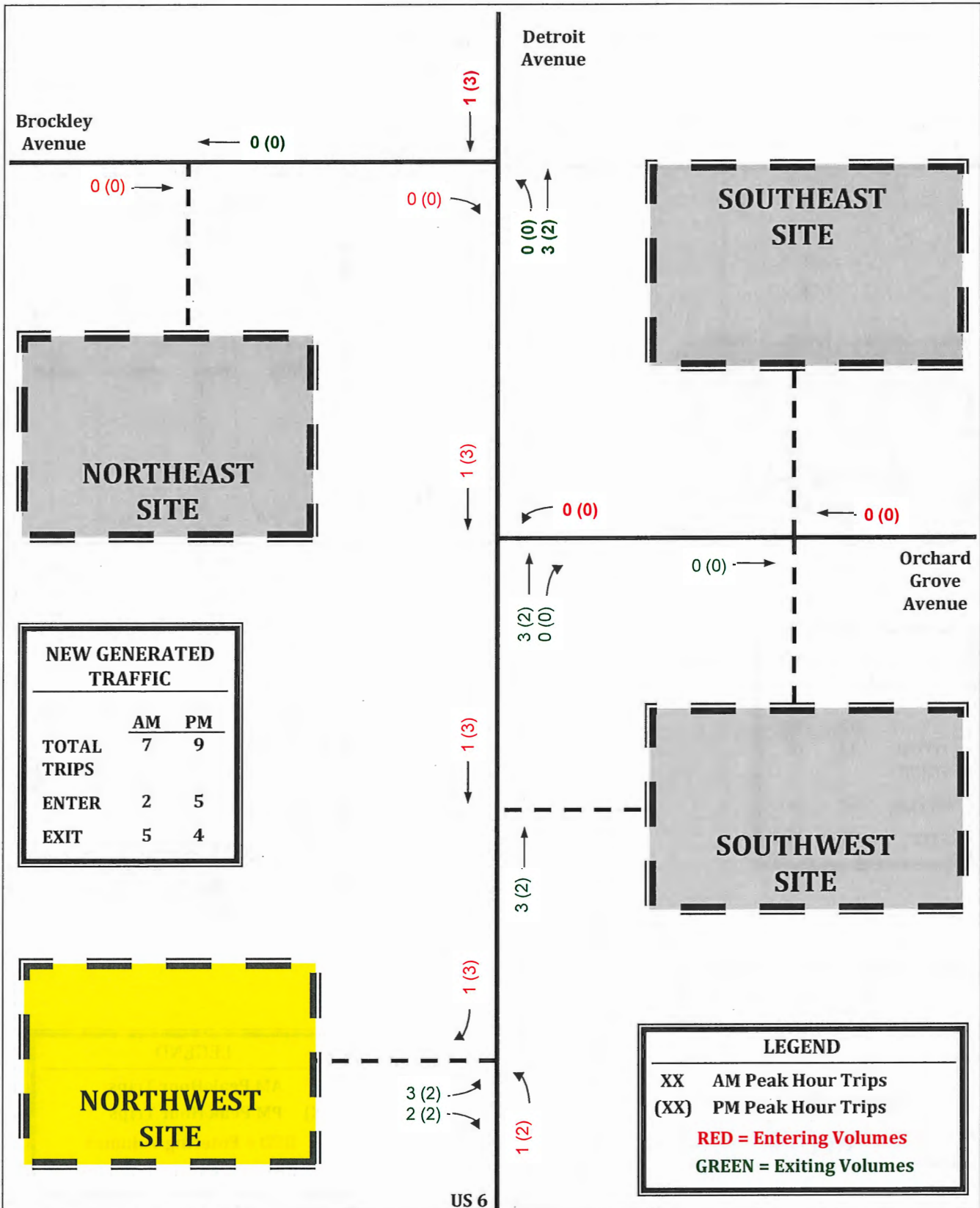
Based upon the distribution patterns shown in **Figure 3.3** , the new AM and PM peak site generated traffic was assigned to the study intersections for the southeast development area.

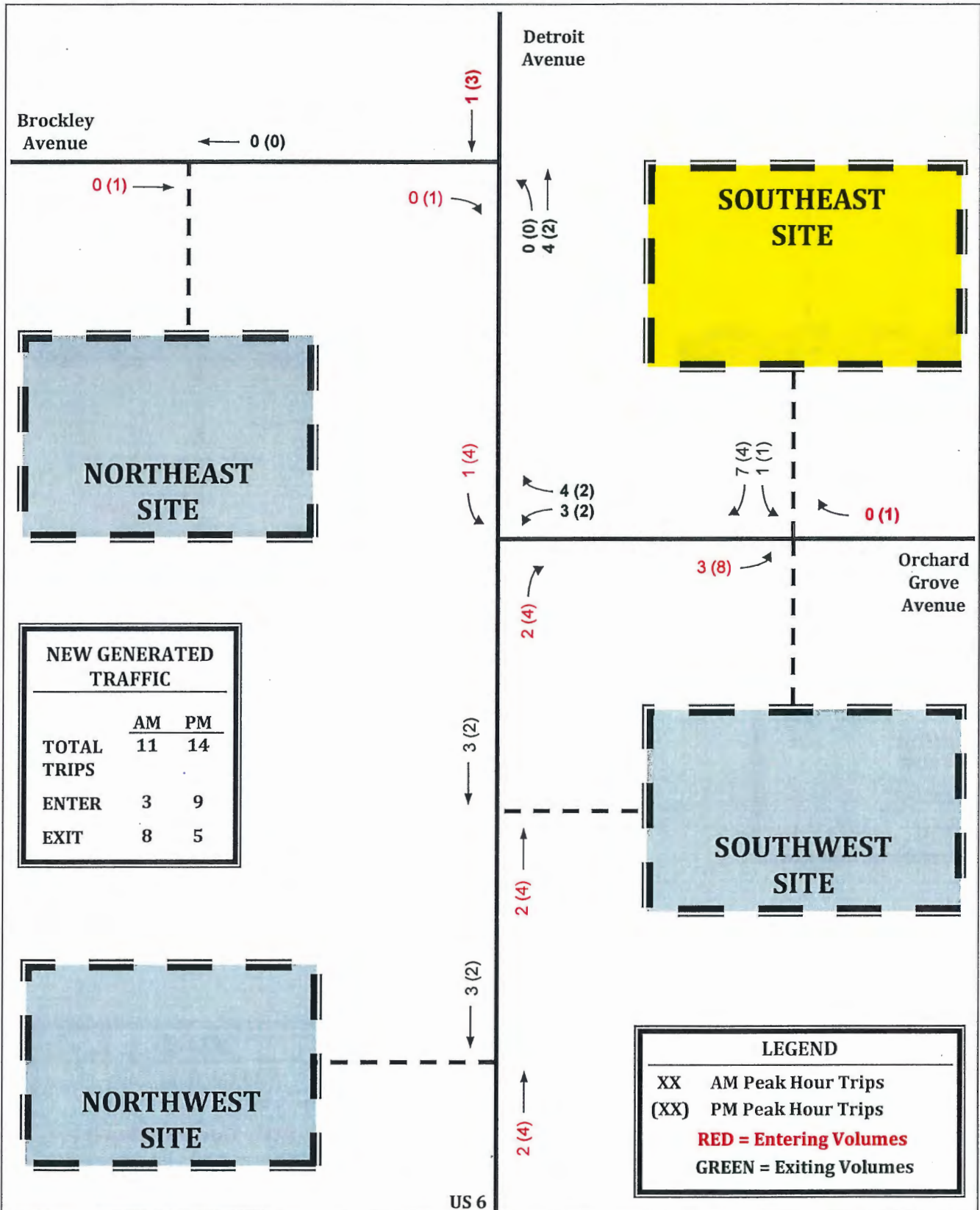
The assignment of the estimated new site generated traffic for the southeast area of the proposed development under the opening and design year conditions is shown graphically in **Figure 3.7, Page 25.**

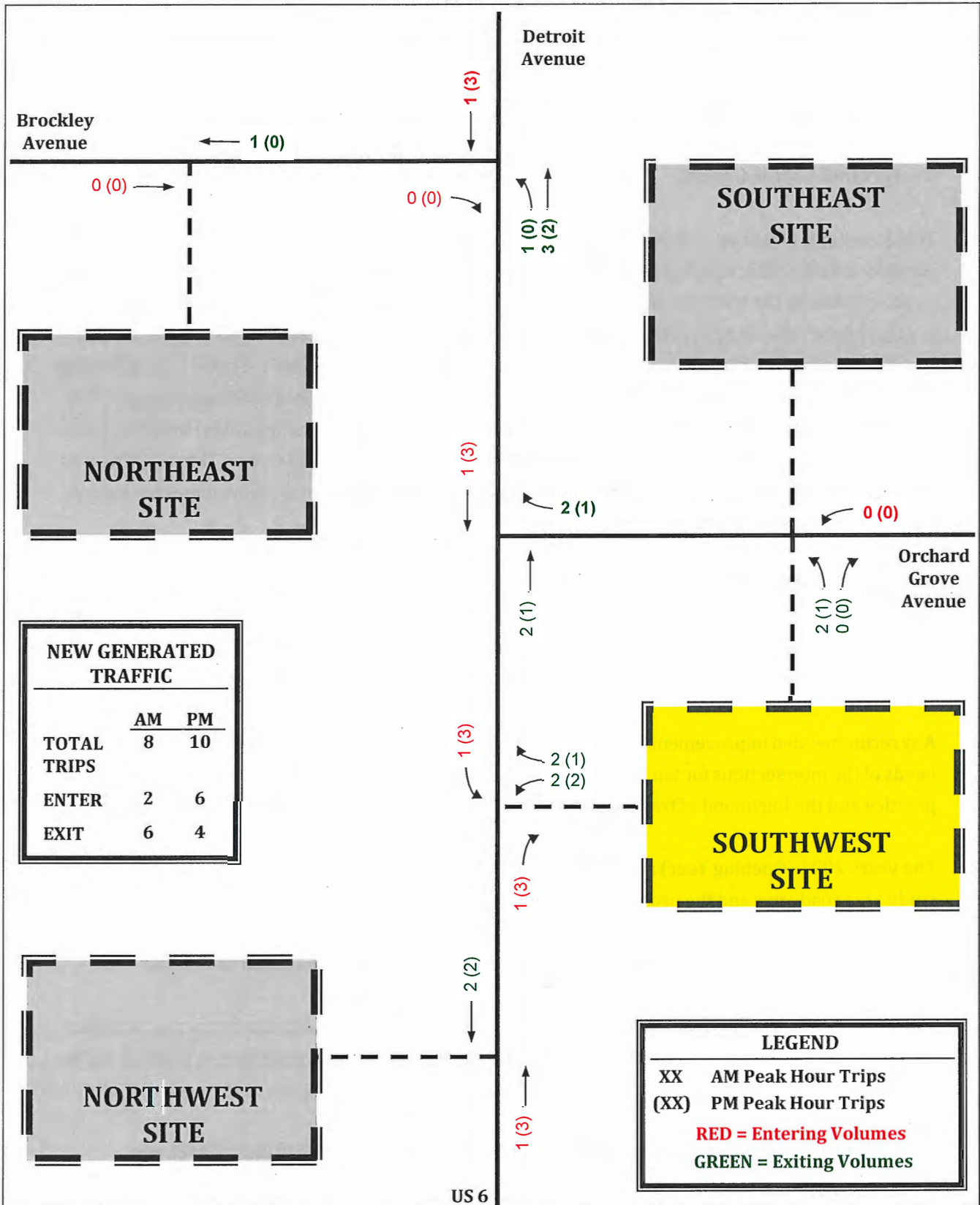
Based upon the distribution patterns shown in **Figure 3.4** , the new AM and PM peak site generated traffic was assigned to the study intersections. for the southwest development area

The assignment of the estimated new site generated traffic for the southwest area of the proposed development under the opening and design year conditions is shown graphically in **Figure 3.8, Page 26.**









### 3.3 Non-Site Traffic

#### Background Traffic Growth

Traffic volume forecasts should not usually be based on current traffic volumes alone, but should consider future traffic volumes expected to make use of the facilities. Roadways should be designed to accommodate the traffic volume that is likely to occur within the design life of the facility. In a practical sense, this design volume should be a value that can be estimated with reasonable accuracy. It is believed that the maximum design period is in the range of 15 to 24 years. Traffic cannot usually be forecasted accurately beyond this period on a specific facility because of probable changes in the general regional economy, population, and land development along the roadway. A period of ten years is widely used as a basis for design for projects that generate less than 500 trips. The ODOT **Access Management Manual** requires that opening year and ten year design hour traffic volumes be analyzed for the proposed development.

Roadways, like Detroit Avenue (US Route 6), carry a significant amount of through traffic due to their functional characteristics. This through traffic component generally increases as regional growth occurs. Therefore, it is anticipated that existing traffic on the study area roadways will increase in future years.

Any recommended improvements for these intersections should adequately handle the transportation needs of the intersections for ten years from the opening of the project based upon sound engineering practice and the likelihood of traffic growth due to the functional characteristics of the roadways.

The years 2021 (Opening Year) and 2031 (Design Year) will be used to forecast future traffic for the study area roadways and the proposed development. Therefore, it is necessary to estimate historical growth rates for any roadways with a functional classification higher than a local roadway in order to establish the future traffic on these study area roadways due to non-site related conditions.

The ODOT Traffic Monitoring Management System (TMMS) was consulted to determine past historical trends on the study area roadways. The ODOT Traffic Monitoring Management System (TMMS) can be currently accessed at the following web address:

<http://www.dot.state.oh.us/Divisions/Planning/TechServ/traffic/Pages/TMMS.aspx>

The TMMS provided data at the following locations that were used to determine the study area growth rates:

**1. Detroit Avenue (US Route 6) - East of Bunts Road (Location ID 12318)**

A fitted curve growth rate was utilized to estimate non-site related traffic growth.

Based on the historical traffic data from the ODOT data, a decreasing trend was found for Detroit Avenue (US Route 6). It is our opinion that a linear growth rate of 0.50% per year should be applied for this study area in order to provide a conservative estimate of future traffic for Detroit Avenue (US Route 6). A copy of the growth rate data can be seen in **Appendix C**.

No growth rate will be applied to the approaches of the turning movements to roadways and driveways with a local functional classification.

The growth rate will be applied to the existing Detroit Avenue (US Route 6) through traffic volumes (**Figure 2.4**). The growth rate and factor for Detroit Avenue (US Route 6) can be seen in the following table:

**Table 3.6 - Growth Rate & Factor**

<b>ROADWAY</b>	<b>GROWTH RATE (Annual Growth)</b>	<b>2021 GROWTH FACTOR</b>	<b>2031 GROWTH FACTOR</b>
Detroit Avenue (US Route 6)	0.50%	1.01	1.06

**Design Hour Traffic**

The traffic patterns on any roadway typically show considerable variation in the traffic volumes during the various hours of the day and in the hourly volumes throughout the year. A key decision in the traffic forecasting process involves determining which of these hourly traffic volumes should be used as the basis for the forecast. It would be wasteful to predicate a forecast on the maximum peak hour traffic that occurs during the year and the use of the average hourly traffic would result in an inadequate forecast. The hourly traffic volumes used in a forecast should not be exceeded very often or by very much. However, the hourly traffic volumes should not be so high that traffic would rarely be sufficient to make full use of any designed facility based on the traffic forecast.

Normal design policy in the State of Ohio is based upon a review of curves that depict the variation in hourly traffic volumes during the year. The Ohio Department of Transportation recommends using the 30<sup>TH</sup> highest hour as a design control for urban streets. There is typically very little difference between the volumes in this range. The Ohio Department of Transportation provides factors or a methodology to determine factors that are applied to counted daily traffic volumes to determine appropriate design hour traffic volumes.

Following guidelines set forth in the **ODOT State Highway Access Management Manual**, all traffic forecasts are required to examine the design hour volume for the adjacent roadway and peak hour traffic volume of the proposed development. The **Ohio Traffic Forecasting Manual** will be used to determine peak hour factors for the study area roadways.

The design hour volumes are determined by multiplying the AM and PM peak hour volumes by the appropriate factors from the ODOT Peak Hour to Design Hour Factor Report based on the functional classification of the roadway, the day of the week and the month that the traffic data was collected. A copy of the ODOT's Peak Hour to Design Hour Factor Report can be seen in **Appendix D**.

**Table 3.7 - Peak Hour to Design Hour Factors**

<b>ROADWAY</b>	<b>AREA</b>	<b>FUNCTIONAL CLASSIFICATION</b>	<b>MONTH</b>	<b>DAY</b>	<b>DHV FACTOR</b>
Detroit Avenue	Urban	Minor Arterial	May	Tuesday	1.10
Orchard Grove Ave.	Urban	Local Roadway	May	Tuesday	1.10
Brockley Avenue	Urban	Local Roadway	May	Tuesday	1.10

### 3.4 Future Traffic

#### No-Build Condition

The previously discussed calculation of design hour factors and growth rates for each movement were applied to the existing 2019 traffic volumes shown in **Figure 2.4** in order to estimate the future traffic considering non-project traffic conditions.

Spreadsheets detailing the calculation of the growth factors, the use of the calculated growth rates, the design hour factors and the resulting expected 2021 and 2031 No-Build traffic volumes can be found in **Appendix E**.

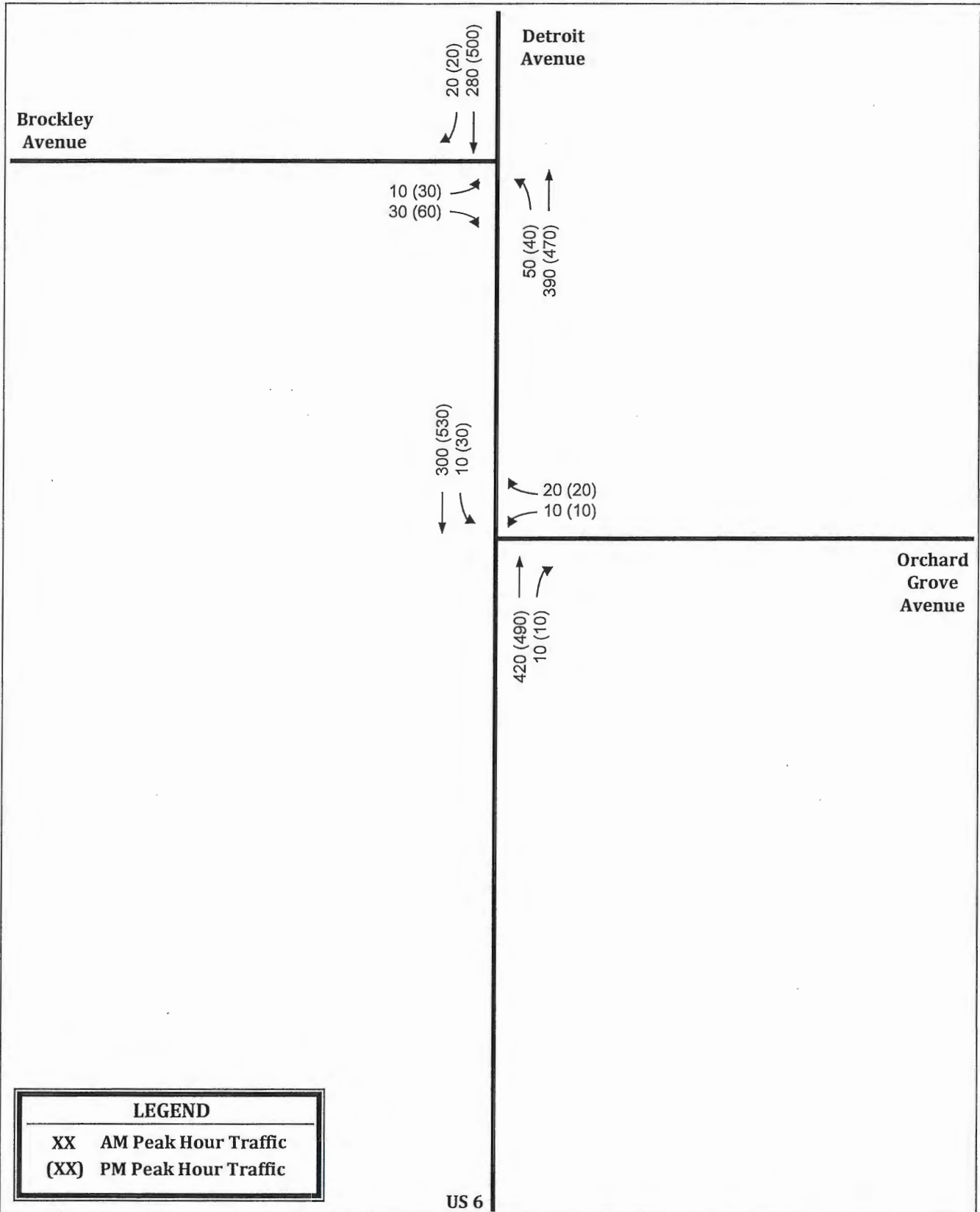
The estimated 2021 and 2031 No-Build traffic volumes for the study area are shown graphically in **Figures 3.9 and 3.10, Pages 31 and 32**. This traffic is the expected traffic if the proposed development **is not** constructed, the “**No-Build**” condition.

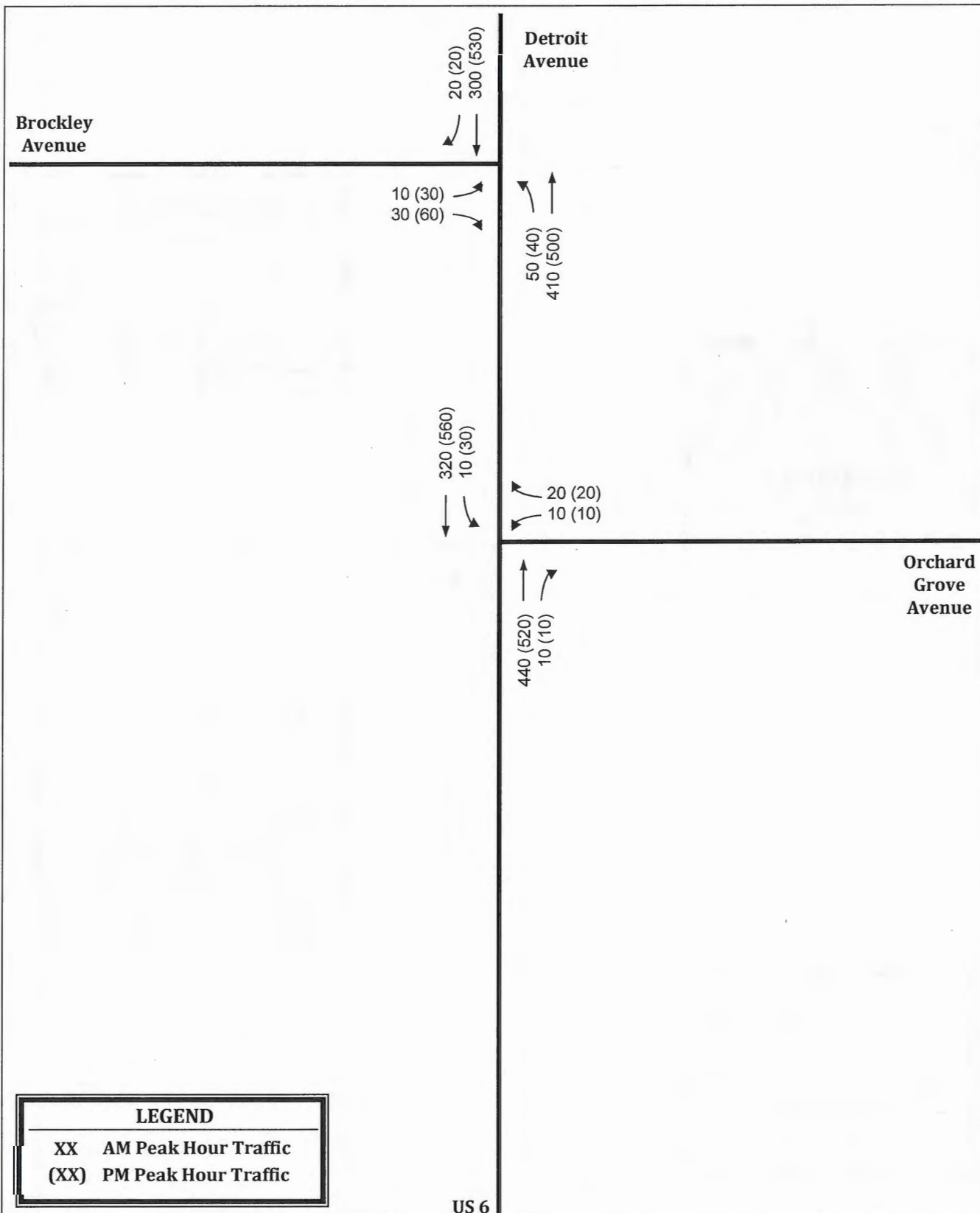
The No-Build traffic volumes have been rounded to the nearest 10 to adhere to ODOT preferred practices.

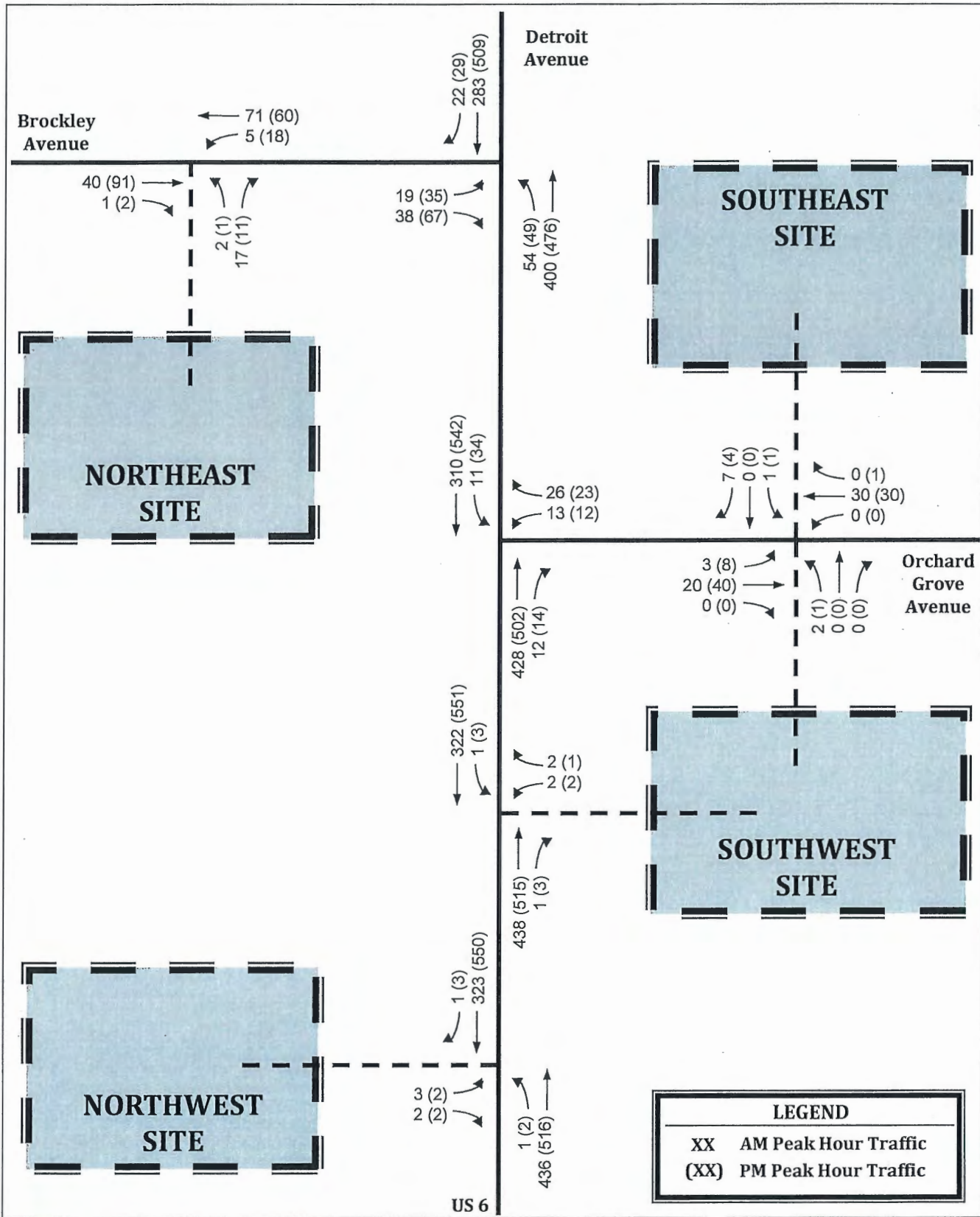
#### Build Condition

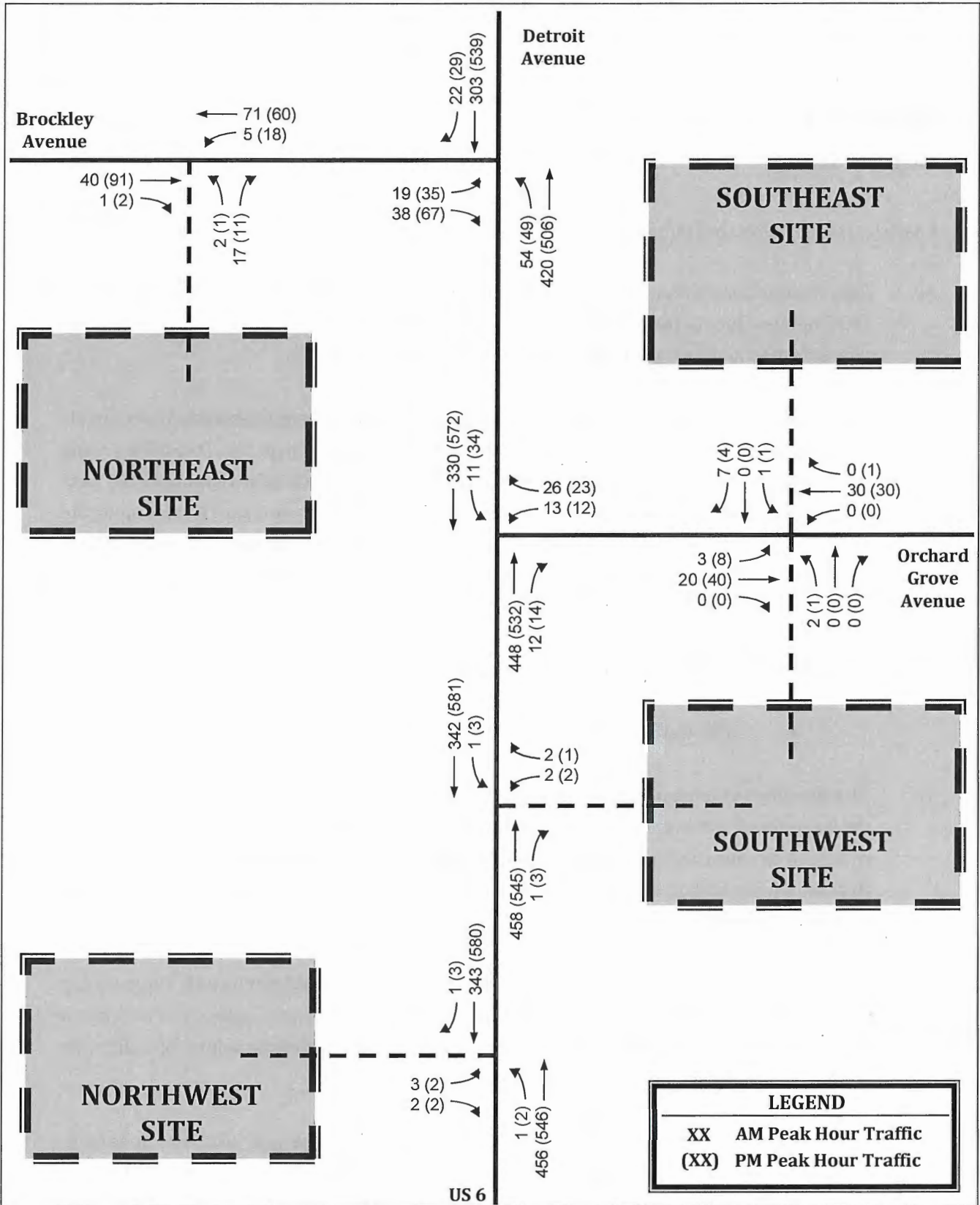
The sum of the 2021 and 2031 No-Build volumes, shown in **Figures 3.9 and 3.10**, were added to the new generated traffic (**Figures 3.5-3.8**) to equal the future Build peak hour volumes in order to estimate the future traffic considering project traffic conditions.

The estimated 2021 and 2031 Build traffic volumes for the proposed development under the full build conditions (150 units) are shown graphically in **Figures 3.11 and 3.12, Pages 33 and 34** for the proposed development. These traffic volumes are the expected volumes if 150 units of the proposed development **are** constructed, or the “**Build**” condition.









## Chapter 4

### Conclusions

Based on the results of the traffic forecast, we offer the following conclusions and recommendations:

- 4.1 This Traffic Distribution Study (TIS) has been prepared at the request of Jerome Solove Development, Inc. for the proposed re-development of the Barry Buick site. The development site is located in the City of Lakewood, Cuyahoga County, Ohio.
- 4.2 The development will include two parcels located at the along the south side and two parcels along the north side of Detroit Avenue (US Route 6). The development (Northeast Site) along the north side of Detroit Avenue (US Route 6) is located between Cranford Avenue to the west and Brockley Avenue to the east. There is also parking field (Northwest Site) located along the north side of Detroit Avenue (US Route 6) to the west of Cranford Avenue. The development along the south side of Detroit Avenue is located along the west (Southwest Site) and east (Southeast Site) side of Orchard Grove Avenue.
- 4.3 The development is expected to consist of the following land use:
  - **150 Residential Units**
- 4.4 The overall development plan includes five (5) access driveways. Curb cuts are proposed along the west side of Brockley Avenue, the north side of Detroit Avenue (US Route 6), the south side of Detroit Avenue (US Route 6), the west side of Orchard Avenue, and the east side of Orchard Avenue. The access locations are proposed as full access driveways that permit all ingress and egress movements.
- 4.5 The weekday AM peak hour of traffic was determined to be 8:00 AM to 9:00 AM. The weekday PM peak hour of traffic was found to be 4:30 PM to 5:30 PM. These periods will be used to forecast future traffic volumes since they reflect the period of the highest volume of traffic flow for the proposed development and the study area roadways.
- 4.6 The development is proposed to open in the spring of 2021. The year 2021 will be used to forecast future traffic volumes for the Opening Year of the development. The year 2031 will be used as the design year to forecast the future ten year traffic volumes.

- 4.7 The development of future traffic volumes will be based on the forecasting guidelines and methodology found in the Ohio Department of Transportation’s **Ohio Traffic Forecasting Manual**.
- 4.8 The proposed development is expected to generate the following average hourly traffic during the AM and PM peak periods:

ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	SIZE (Units)	Weekday AM Peak Hour (Enter/Exit)		Weekday PM Peak Hour (Enter/Exit)	
221	Multifamily Housing (Mid-Rise)	150	13	38	40	25
<b>TOTAL NEW TRIPS</b>			<b>51</b>		<b>65</b>	

- 4.9 The estimated 2021 and 2031 No-Build traffic volumes for the study area are shown graphically in **Figures 3.9 and 3.10, Pages 31 and 32**. This traffic is the expected traffic if the proposed development **is not** constructed, the **“No-Build”** condition.
- 4.10 The estimated 2021 and 2031 Build traffic volumes for the proposed development under the full build conditions (150 units) are shown graphically in **Figures 3.11 and 3.12, Pages 33 and 34** for the proposed development. These traffic volumes are the expected volumes if 150 units of the proposed development **are** constructed, or the **“Build”** condition.
- 4.11 It is our opinion that the site generated development traffic can be accommodated without adversely impacting the area roadway network based upon the development site plan shown in **Figure 1.2** and the results of the analysis in this study.

## **Appendix A**

### **Traffic Count Data**

# VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Lakewood At Intersection of: Detroit Avenue and Brookly Avenue  
 Date: 5/7/2019 Day: Tue. Comments: \_\_\_\_\_ Project: 19-082  
 Weather: Clear Recorder(s): JMC Data entry by: JJO Date entered: May. 9, 2019 Detroit Ave & Brookly Ave 050719

TIME BEGINS	Brookly Ave. FROM NORTH						FROM SOUTH						TOTAL NORTH SOUTH	Detroit Ave. FROM EAST						Detroit Ave. FROM WEST						TOTAL EAST WEST	TOTAL ALL DIREC.	PEAK HOUR FACTOR				
	Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus		Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus			North	South	East	West	
06:00																																
07:00	15	0	22	37	0	0							37	0	147	4	151	2	3	34	311	0	345	5	3	496	533	0.771		0.662	0.731	
08:00	13	0	30	43	0	0							43	0	251	15	266	12	5	43	344	0	387	13	4	653	696	0.632		0.821	0.864	
09:00	12	0	21	33	1	0							33	0	239	12	251	16	4	30	276	0	306	16	3	557	590	0.688		0.848	0.911	
10:00																																
11:00	28	0	28	56	1	0							56	0	318	8	326	14	3	29	337	0	366	6	3	692	748	0.583		0.970	0.839	
12:00	11	0	21	32	1	0							32	0	391	17	408	6	3	17	398	0	415	15	2	823	855	0.727		0.887	0.918	
1:00	11	0	18	29	0	1							29	0	346	23	369	6	3	20	396	0	416	11	2	785	814	0.725		0.932	0.765	
2:00																																
3:00	16	0	28	44	0	0							44	0	381	19	400	3	2	20	385	0	405	4	3	805	849	0.688		0.833	0.865	
4:00	17	0	41	58	0	0							58	0	458	15	473	2	4	32	384	0	416	4	5	889	947	0.690		0.969	0.852	
5:00	23	0	44	67	1	0							67	0	434	13	447	1	4	29	422	0	451	1	3	898	965	0.644		0.866	0.895	
6:00																																
7:00																																
8:00																																
9:00																																
<b>TOTALS</b>	146	0	253	399	4	1							399	0	2965	126	3091	62	31	254	3253	0	3507	75	28	6598	6997					
<b>ADT</b>	210	0	365	575	1.3%								575	0	4316	183	4499	3.0%		370	4735	0	5105	2.9%			9604	10179				

N Leg Hourly Factor:	1.63	E Leg Hourly Factor:	1.64
S Leg Hourly Factor:	0.00	W Leg Hourly Factor:	1.64
N Leg Monthly Factor:	0.89	E Leg Monthly Factor:	0.89
S Leg Monthly Factor:	0.00	W Leg Monthly Factor:	0.89

N Leg Combined Factor:	1.44	E Leg Combined Factor:	1.46
S Leg Combined Factor:		W Leg Combined Factor:	1.46

## TMS ENGINEERS, INC.

2112 Case Parkway South #7  
 Twinsburg, Ohio 44087  
 (330) 686-6402 FAX: (330) 686-6417

Figure #:  
 Page #:

# JMS Engineers, Inc.

2112 Case Parkway S.

Unit #7

Twinsburg, Ohio, 44087

*Ph: (330) 686-6402 Fax: (330) 686-6417*

City: Lakewood  
 Intersection: Detroit Ave & Brockly Ave  
 Counter: JMC  
 Day of the Week: Tuesday

File Name : brockley detroit lakewood jmc 5719  
 Site Code : 00000002  
 Start Date : 5/7/2019  
 Page No : 1

Groups Printed- Cars - Trucks - Buses

Start Time	BROCKLY AVENUE From North					DETROIT AVENUE From East					From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	0	3	4	10	1	21	0	0	22	0	0	0	0	0	0	49	7	0	56	88
07:15 AM	6	0	5	3	14	0	31	0	0	31	0	0	0	0	0	0	69	4	0	73	118
07:30 AM	6	0	6	4	16	1	40	0	0	41	0	0	0	0	0	0	106	12	0	118	175
07:45 AM	7	0	1	1	9	2	55	0	0	57	0	0	0	0	0	0	87	11	0	98	164
<b>Total</b>	<b>22</b>	<b>0</b>	<b>15</b>	<b>12</b>	<b>49</b>	<b>4</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>311</b>	<b>34</b>	<b>0</b>	<b>345</b>	<b>545</b>
08:00 AM	9	0	0	2	11	3	60	0	0	63	0	0	0	0	0	0	87	6	0	93	167
08:15 AM	4	0	0	4	8	2	57	0	0	59	0	0	0	0	0	0	69	10	0	79	146
08:30 AM	9	0	8	4	21	4	59	0	0	63	0	0	0	0	0	0	88	15	0	103	187
08:45 AM	8	0	5	5	18	6	75	0	0	81	0	0	0	0	0	0	100	12	0	112	211
<b>Total</b>	<b>30</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>58</b>	<b>15</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>344</b>	<b>43</b>	<b>0</b>	<b>387</b>	<b>711</b>
09:00 AM	7	0	3	2	12	5	69	0	0	74	0	0	0	0	0	0	69	12	0	81	167
09:15 AM	2	0	2	1	5	2	57	0	0	59	0	0	0	0	0	0	74	10	0	84	148
09:30 AM	8	0	4	4	16	0	64	0	0	64	0	0	0	0	0	0	53	4	0	57	137
09:45 AM	4	0	3	2	9	5	49	0	0	54	0	0	0	0	0	0	80	4	0	84	147
<b>Total</b>	<b>21</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>42</b>	<b>12</b>	<b>239</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>30</b>	<b>0</b>	<b>306</b>	<b>599</b>
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# TMS Engineers, Inc.

2112 Case Parkway E.

Unit #7

Twinsburg, Ohio, 44087

*Ph: (330) 686-6402 Fax: (330) 686-6417*

File Name : brockley detroit lakewood jmc 5719

Site Code : 00000002

Start Date : 5/7/2019

Page No : 3

Groups Printed- Cars - Trucks - Buses

Start Time	BROCKLY AVENUE From North					DETROIT AVENUE From East					From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	5	0	0	5	10	5	88	0	0	93	0	0	0	0	0	0	108	2	0	110	213
03:15 PM	7	0	3	17	27	5	115	0	0	120	0	0	0	0	0	0	105	12	0	117	264
03:30 PM	7	0	9	6	22	5	82	0	0	87	0	0	0	0	0	0	83	1	0	84	193
03:45 PM	9	0	4	3	16	4	96	0	0	100	0	0	0	0	0	0	89	5	0	94	210
<b>Total</b>	<b>28</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>75</b>	<b>19</b>	<b>381</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>20</b>	<b>0</b>	<b>405</b>	<b>880</b>
04:00 PM	6	0	4	14	24	5	117	0	0	122	0	0	0	0	0	0	90	2	0	92	238
04:15 PM	5	0	4	1	10	1	118	0	1	120	0	0	0	0	0	0	94	7	0	101	231
04:30 PM	14	0	4	3	21	2	115	0	0	117	0	0	0	0	0	0	89	12	0	101	239
04:45 PM	16	0	5	5	26	7	108	0	0	115	0	0	0	0	0	0	111	11	0	122	263
<b>Total</b>	<b>41</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>81</b>	<b>15</b>	<b>458</b>	<b>0</b>	<b>1</b>	<b>474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>32</b>	<b>0</b>	<b>416</b>	<b>971</b>
05:00 PM	13	0	13	7	33	5	124	0	0	129	0	0	0	0	0	0	101	7	0	108	270
05:15 PM	10	0	2	6	18	4	105	0	0	109	0	0	0	0	0	0	121	5	0	126	253
05:30 PM	13	0	2	6	21	0	96	0	0	96	0	0	0	0	0	0	101	7	0	108	225
05:45 PM	8	0	6	4	18	4	109	0	0	113	0	0	0	0	0	0	99	10	0	109	240
<b>Total</b>	<b>44</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>90</b>	<b>13</b>	<b>434</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>422</b>	<b>29</b>	<b>0</b>	<b>451</b>	<b>988</b>
<b>Grand Total</b>	<b>253</b>	<b>0</b>	<b>146</b>	<b>147</b>	<b>546</b>	<b>126</b>	<b>2965</b>	<b>0</b>	<b>1</b>	<b>3092</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3253</b>	<b>254</b>	<b>2</b>	<b>3509</b>	<b>7148</b>
Apprch %	46.3	0	26.7	26.9		4.1	95.9	0	0		0	0	0	100		0	92.7	7.2	0.1		
Total %	3.5	0	2	2.1	7.6	1.8	41.5	0	0	43.3	0	0	0	0	0	0	45.5	3.6	0	49.1	
Cars	249	0	145	112	506	123	2875	0	1	2999	0	0	0	1	1	0	3152	252	0	3404	6910
% Cars	98.4	0	99.3	76.2	92.7	97.6	97	0	100	97	0	0	0	100	100	0	96.9	99.2	0	97	96.7
Trucks	3	0	1	3	7	3	59	0	0	62	0	0	0	0	0	0	73	2	2	77	146
% Trucks	1.2	0	0.7	2	1.3	2.4	2	0	0	2	0	0	0	0	0	0	2.2	0.8	100	2.2	2
Buses	1	0	0	32	33	0	31	0	0	31	0	0	0	0	0	0	28	0	0	28	92
% Buses	0.4	0	0	21.8	6	0	1	0	0	1	0	0	0	0	0	0	0.9	0	0	0.8	1.3

# JMS Engineers, Inc.

2112 Case Parkway S.

Unit #7

Twinsburg, Ohio, 44087

Ph: (330) 686-6402 Fax: (330) 686-6417

Start Time	BROCKLY AVENUE From North					DETROIT AVENUE From East					From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	2	11	3	60	0	0	63	0	0	0	0	0	0	87	6	0	93	167
08:15 AM	4	0	0	4	8	2	57	0	0	59	0	0	0	0	0	0	69	10	0	79	146
08:30 AM	9	0	0	4	13	4	59	0	0	63	0	0	0	0	0	0	88	15	0	103	187
08:45 AM	8	0	5	5	18	6	75	0	0	81	0	0	0	0	0	0	100	12	0	112	211
<b>Total Volume</b>	<b>30</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>58</b>	<b>15</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>344</b>	<b>43</b>	<b>0</b>	<b>387</b>	<b>711</b>
% App. Total	51.7	0	22.4	25.9		5.6	94.4	0	0		0	0	0	0	0	0	88.9	11.1	0		
PHF	.833	.000	.406	.750	.690	.625	.837	.000	.000	.821	.000	.000	.000	.000	.000	.000	.860	.717	.000	.864	.842
Cars	30	0	13	12	55	14	235	0	0	249	0	0	0	0	0	0	327	43	0	370	674
% Cars	100	0	100	80.0	94.8	93.3	93.6	0	0	93.6	0	0	0	0	0	0	95.1	100	0	95.6	94.8
Trucks	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	13	0	0	13	25
% Trucks	0	0	0	0	0	6.7	4.4	0	0	4.5	0	0	0	0	0	0	3.8	0	0	3.4	3.5
Buses	0	0	0	3	3	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	12
% Buses	0	0	0	20.0	5.2	0	2.0	0	0	1.9	0	0	0	0	0	0	1.2	0	0	1.0	1.7

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	14	0	4	3	21	2	115	0	0	117	0	0	0	0	0	0	89	12	0	101	239
04:45 PM	16	0	5	5	26	7	108	0	0	115	0	0	0	0	0	0	111	11	0	122	263
05:00 PM	13	0	13	7	33	5	124	0	0	129	0	0	0	0	0	0	101	7	0	108	270
05:15 PM	10	0	2	6	18	4	105	0	0	109	0	0	0	0	0	0	121	5	0	126	253
<b>Total Volume</b>	<b>53</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>98</b>	<b>18</b>	<b>452</b>	<b>0</b>	<b>0</b>	<b>470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>422</b>	<b>35</b>	<b>0</b>	<b>457</b>	<b>1025</b>
% App. Total	54.1	0	24.5	21.4		3.8	96.2	0	0		0	0	0	0	0	0	92.3	7.7	0		
PHF	.828	.000	.462	.750	.742	.643	.911	.000	.000	.911	.000	.000	.000	.000	.000	.000	.872	.729	.000	.907	.949
Cars	53	0	24	15	92	18	446	0	0	464	0	0	0	0	0	0	416	35	0	451	1007
% Cars	100	0	100	71.4	93.9	100	98.7	0	0	98.7	0	0	0	0	0	0	98.6	100	0	98.7	98.2
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.4	0.4
Buses	0	0	0	6	6	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	14
% Buses	0	0	0	28.6	6.1	0	0.9	0	0	0.9	0	0	0	0	0	0	0.9	0	0	0.9	1.4



# JMS Engineers, Inc.

2112 Case Parkway S.  
Unit #7

Twinsburg, Ohio, 44087

*Ph: (330) 686-6402 Fax: (330) 686-6417*

City: Lakewood

Intersection: Detroit Ave & Orchard Grove Ave

Counter: SLC

Day of the Week: Tuesday

File Name : Lakewood Traffic Count #1 Detroit Rd & Orchard Grove Ave 050719 Sue

Site Code : 00000001

Start Date : 5/7/2019

Page No : 1

Groups Printed- Cars - Trucks - Buses

Start Time	THRIFT STORE DRIVEWAY From North					DETROIT AVENUE From East					ORCHARD GROVE AVENUE From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	4	4	0	24	1	0	25	2	0	0	1	3	0	58	0	0	58	90
07:15 AM	0	0	0	4	4	0	33	4	0	37	2	0	1	4	7	2	71	0	0	73	121
07:30 AM	0	0	0	3	3	0	42	3	0	45	8	0	1	3	12	1	111	0	1	113	173
07:45 AM	0	0	0	1	1	0	65	1	0	66	6	0	3	3	12	4	93	0	0	97	176
<b>Total</b>	0	0	0	12	12	0	164	9	0	173	18	0	5	11	34	7	333	0	1	341	560
08:00 AM	1	0	0	2	3	0	67	1	0	68	5	0	2	3	10	2	91	0	0	93	174
08:15 AM	2	0	0	4	6	0	61	1	0	62	5	0	2	2	9	3	78	0	0	81	158
08:30 AM	0	0	0	4	4	0	63	7	0	70	6	0	0	5	11	1	101	1	1	104	189
08:45 AM	0	0	0	6	6	0	80	3	0	83	4	0	2	5	11	4	103	0	2	109	209
<b>Total</b>	3	0	0	16	19	0	271	12	0	283	20	0	6	15	41	10	373	1	3	387	730
09:00 AM	0	0	1	2	3	0	66	7	0	73	6	0	0	4	10	1	79	0	0	80	166
09:15 AM	0	0	0	1	1	0	61	1	0	62	4	0	2	0	6	1	73	1	0	75	144
09:30 AM	1	0	0	6	7	0	66	4	0	70	2	0	2	6	10	2	55	0	0	57	144
09:45 AM	0	0	0	3	3	0	49	2	0	51	4	0	3	5	12	0	71	0	0	71	137
<b>Total</b>	1	0	1	12	14	0	242	14	0	256	16	0	7	15	38	4	278	1	0	283	591
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# JMS Engineers, Inc.

2112 Case Parkway S.  
Unit #7

Twinsburg, Ohio, 44087

*Ph: (330) 686-6402 Fax: (330) 686-6417*

City: Lakewood  
Intersection: Detroit Ave & Orchard Grove Ave  
Counter: SLC  
Day of the Week: Tuesday

File Name : Lakewood Traffic Count #1 Detroit Rd & Orchard Grove Ave 050719 Sue  
Site Code : 00000001  
Start Date : 5/7/2019  
Page No : 3

Groups Printed- Cars - Trucks - Buses

Start Time	THRIFT STORE DRIVEWAY From North					DETROIT AVENUE From East					ORCHARD GROVE AVENUE From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	0	0	18	18	1	100	6	0	107	4	0	1	5	10	3	113	0	5	121	256
03:15 PM	1	0	0	18	19	0	120	3	0	123	7	0	1	19	27	1	106	0	1	108	277
03:30 PM	0	0	1	7	8	1	88	3	0	92	3	0	2	4	9	0	80	0	2	82	191
03:45 PM	2	0	0	12	14	1	90	8	0	99	1	0	4	6	11	0	96	0	3	99	223
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>59</b>	<b>3</b>	<b>398</b>	<b>20</b>	<b>0</b>	<b>421</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>57</b>	<b>4</b>	<b>395</b>	<b>0</b>	<b>11</b>	<b>410</b>	<b>947</b>
04:00 PM	0	0	0	11	11	0	97	8	0	105	3	0	3	8	14	6	94	0	0	100	230
04:15 PM	0	0	0	2	2	0	118	2	0	120	7	0	0	8	15	2	101	0	0	103	240
04:30 PM	0	0	0	6	6	0	126	3	0	129	3	0	2	8	13	4	97	0	1	102	250
04:45 PM	1	0	0	6	7	0	115	12	0	127	3	0	2	7	12	1	119	0	0	120	266
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>0</b>	<b>456</b>	<b>25</b>	<b>0</b>	<b>481</b>	<b>16</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>54</b>	<b>13</b>	<b>411</b>	<b>0</b>	<b>1</b>	<b>425</b>	<b>986</b>
05:00 PM	0	0	0	6	6	0	123	6	0	129	5	0	1	14	20	3	95	0	0	98	253
05:15 PM	0	0	0	7	7	1	115	4	0	120	3	0	3	10	16	2	126	0	0	128	271
05:30 PM	0	0	0	10	10	0	121	5	0	126	0	0	4	4	8	0	116	0	0	116	260
05:45 PM	0	0	0	5	5	0	119	7	0	126	5	0	3	7	15	2	106	0	0	108	254
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>1</b>	<b>478</b>	<b>22</b>	<b>0</b>	<b>501</b>	<b>13</b>	<b>0</b>	<b>11</b>	<b>35</b>	<b>59</b>	<b>7</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>450</b>	<b>1038</b>
<b>Grand Total</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>183</b>	<b>202</b>	<b>4</b>	<b>3079</b>	<b>140</b>	<b>0</b>	<b>3223</b>	<b>138</b>	<b>1</b>	<b>73</b>	<b>188</b>	<b>400</b>	<b>77</b>	<b>3425</b>	<b>7</b>	<b>22</b>	<b>3531</b>	<b>7356</b>
<b>Apprch %</b>	<b>7.4</b>	<b>0</b>	<b>2</b>	<b>90.6</b>		<b>0.1</b>	<b>95.5</b>	<b>4.3</b>	<b>0</b>		<b>34.5</b>	<b>0.2</b>	<b>18.2</b>	<b>47</b>		<b>2.2</b>	<b>97</b>	<b>0.2</b>	<b>0.6</b>		
<b>Total %</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>2.5</b>	<b>2.7</b>	<b>0.1</b>	<b>41.9</b>	<b>1.9</b>	<b>0</b>	<b>43.8</b>	<b>1.9</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>5.4</b>	<b>1</b>	<b>46.6</b>	<b>0.1</b>	<b>0.3</b>	<b>48</b>	
<b>Cars</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>139</b>	<b>157</b>	<b>4</b>	<b>2986</b>	<b>137</b>	<b>0</b>	<b>3127</b>	<b>135</b>	<b>1</b>	<b>68</b>	<b>145</b>	<b>349</b>	<b>76</b>	<b>3319</b>	<b>7</b>	<b>19</b>	<b>3421</b>	<b>7054</b>
<b>% Cars</b>	<b>100</b>	<b>0</b>	<b>75</b>	<b>76</b>	<b>77.7</b>	<b>100</b>	<b>97</b>	<b>97.9</b>	<b>0</b>	<b>97</b>	<b>97.8</b>	<b>100</b>	<b>93.2</b>	<b>77.1</b>	<b>87.2</b>	<b>98.7</b>	<b>96.9</b>	<b>100</b>	<b>86.4</b>	<b>96.9</b>	<b>95.9</b>
<b>Trucks</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>45</b>	<b>0</b>	<b>61</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>49</b>	<b>1</b>	<b>77</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>239</b>
<b>% Trucks</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>24</b>	<b>22.3</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>0</b>	<b>6.8</b>	<b>21.8</b>	<b>12.2</b>	<b>1.3</b>	<b>2.2</b>	<b>0</b>	<b>13.6</b>	<b>2.3</b>	<b>3.2</b>
<b>Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>
<b>% Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>0.5</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>0.9</b>

# JMS Engineers, Inc.

2112 Case Parkway S.

Unit #7

Twinsburg, Ohio, 44087

Ph: (330) 686-6402 Fax: (330) 686-6417

Start Time	THRIFT STORE DRIVEWAY From North					DETROIT AVENUE From East					ORCHARD GROVE AVENUE From South					DETROIT AVENUE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	0	2	3	0	67	1	0	68	5	0	2	3	10	2	91	0	0	93	174
08:15 AM	2	0	0	4	6	0	61	1	0	62	5	0	2	2	9	3	78	0	0	81	158
08:30 AM	0	0	0	4	4	0	63	7	0	70	6	0	0	5	11	1	101	1	1	104	189
08:45 AM	0	0	0	6	6	0	80	3	0	83	4	0	2	5	11	4	103	0	2	109	209
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>271</b>	<b>12</b>	<b>0</b>	<b>283</b>	<b>20</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>41</b>	<b>10</b>	<b>373</b>	<b>1</b>	<b>3</b>	<b>387</b>	<b>730</b>
% App. Total	15.8	0	0	84.2		0	95.8	4.2	0		48.8	0	14.6	36.6		2.6	96.4	0.3	0.8		
PHF	.375	.000	.000	.667	.792	.000	.847	.429	.000	.852	.833	.000	.750	.750	.932	.625	.905	.250	.375	.888	.873
Cars	3	0	0	13	16	0	255	12	0	267	20	0	5	9	34	9	354	1	2	366	683
% Cars	100	0	0	81.3	84.2	0	94.1	100	0	94.3	100	0	83.3	60.0	82.9	90.0	94.9	100	66.7	94.6	93.6
Trucks	0	0	0	3	3	0	11	0	0	11	0	0	1	6	7	1	15	0	1	17	38
% Trucks	0	0	0	18.8	15.8	0	4.1	0	0	3.9	0	0	16.7	40.0	17.1	10.0	4.0	0	33.3	4.4	5.2
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Buses	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	0	1.1	0	0	1.0	1.2

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	6	6	0	126	3	0	129	3	0	2	8	13	4	97	0	1	102	250
04:45 PM	1	0	0	6	7	0	115	12	0	127	3	0	2	7	12	1	119	0	0	120	266
05:00 PM	0	0	0	6	6	0	123	6	0	129	5	0	1	14	20	3	95	0	0	98	253
05:15 PM	0	0	0	7	7	1	115	4	0	120	3	0	3	10	16	2	126	0	0	128	271
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>1</b>	<b>479</b>	<b>25</b>	<b>0</b>	<b>505</b>	<b>14</b>	<b>0</b>	<b>8</b>	<b>39</b>	<b>61</b>	<b>10</b>	<b>437</b>	<b>0</b>	<b>1</b>	<b>448</b>	<b>1040</b>
% App. Total	3.8	0	0	96.2		0.2	94.9	5	0		23	0	13.1	63.9		2.2	97.5	0	0.2		
PHF	.250	.000	.000	.893	.929	.250	.950	.521	.000	.979	.700	.000	.667	.696	.763	.625	.867	.000	.250	.875	.959
Cars	1	0	0	18	19	1	473	25	0	499	14	0	8	34	56	10	430	0	1	441	1015
% Cars	100	0	0	72.0	73.1	100	98.7	100	0	98.8	100	0	100	87.2	91.8	100	98.4	0	100	98.4	97.6
Trucks	0	0	0	7	7	0	2	0	0	2	0	0	0	4	4	0	3	0	0	3	16
% Trucks	0	0	0	28.0	26.9	0	0.4	0	0	0.4	0	0	0	10.3	6.6	0	0.7	0	0	0.7	1.5
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	4	0	0	4	9
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	2.6	1.6	0	0.9	0	0	0.9	0.9

**Appendix B**  
**Trip Generation Data**

## Multifamily Housing (Mid-Rise)

ITE Code = 221

Date: 4/19/2019

Trip Generation based on:

Size of Analysis Area: 150 Units

Dwelling Units	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
<b>WEEKDAY</b>				
Average Weekday 2-way Volume	5.44	2.03	1.00	816
<b>Weekday Peak Hour of Adjacent Street Traffic</b>				
7-9 AM Peak Hour Enter	0.09	0.00	1.00	13
7-9 AM Peak Hour Exit	0.25	0.00	1.00	38
7-9 AM Peak Hour Total	0.34	0.19	1.00	51
4-6 PM Peak Hour Enter	0.27	0.00	1.00	40
4-6 PM Peak Hour Exit	0.17	0.00	1.00	25
4-6 PM Peak Hour Total	0.44	0.19	1.00	65
<b>Weekday Peak Hour of Generator</b>				
AM Peak Hour Enter	0.09	0.00	1.00	13
AM Peak Hour Exit	0.24	0.00	1.00	36
AM Peak Hour Total	0.33	0.17	1.00	49
PM Peak Hour Enter	0.24	0.00	1.00	37
PM Peak Hour Exit	0.16	0.00	1.00	24
PM Peak Hour Total	0.41	0.22	1.00	61
<b>SATURDAY</b>				
Average Saturday 2-way Volume	5.82	1.26	1.00	873
<b>Saturday Peak Hour of Generator</b>				
Saturday Peak Hour Enter	0.23	0.00	1.00	34
Saturday Peak Hour Exit	0.24	0.00	1.00	36
Saturday Peak Hour Total	0.46	0.08	1.00	70
<b>SUNDAY</b>				
Average Sunday 2-way Volume	4.09	1.48	1.00	614
<b>Sunday Peak Hour of Generator</b>				
Sunday Peak Hour Enter	0.24	0.00	1.00	36
Sunday Peak Hour Exit	0.15	0.00	1.00	22
Sunday Peak Hour Total	0.39	0.23	1.00	59

## Multifamily Housing (Mid-Rise)

ITE Code = 221

**\*\*The above rates were calculated from the equations shown below:**

		% ENTER	% EXIT
<b>WEEKDAY</b>			
Average Weekday 2-way Volume	$T = 5.45 (X) - 1.75$	50%	50%
<b>Weekday Peak Hour of Adjacent Street Traffic</b>			
7-9 AM Peak Hour Total	$\ln (T) = 0.98 \ln (X) - 0.98$	26%	74%
4-6 PM Peak Hour Total	$\ln (T) = 0.96 \ln (X) - 0.63$	61%	39%
<b>Weekday Peak Hour of Generator</b>			
AM Peak Hour Total	$\ln (T) = 0.83 \ln (X) - 0.27$	27%	73%
PM Peak Hour Total	$\ln (T) = 0.83 \ln (X) - 0.05$	60%	40%
<b>SATURDAY</b>			
Average Saturday 2-way Volume	$T = 3.04 (X) + 417.11$	50%	50%
<b>Saturday Peak Hour of Generator</b>			
Saturday Peak Hour Volume	$T = 0.42 (X) + 6.73$	49%	51%
<b>SUNDAY</b>			
Average Sunday 2-way Volume	<i>Not Given – Use ITE Rates</i>	50%	50%
<b>Sunday Peak Hour of Generator</b>			
Sunday Peak Hour Volume	<i>Not Given – Use ITE Rates</i>	62%	38%

**Source: Institute of Transportation Engineers  
Trip Generation Manual, 10TH Edition, September 2017**

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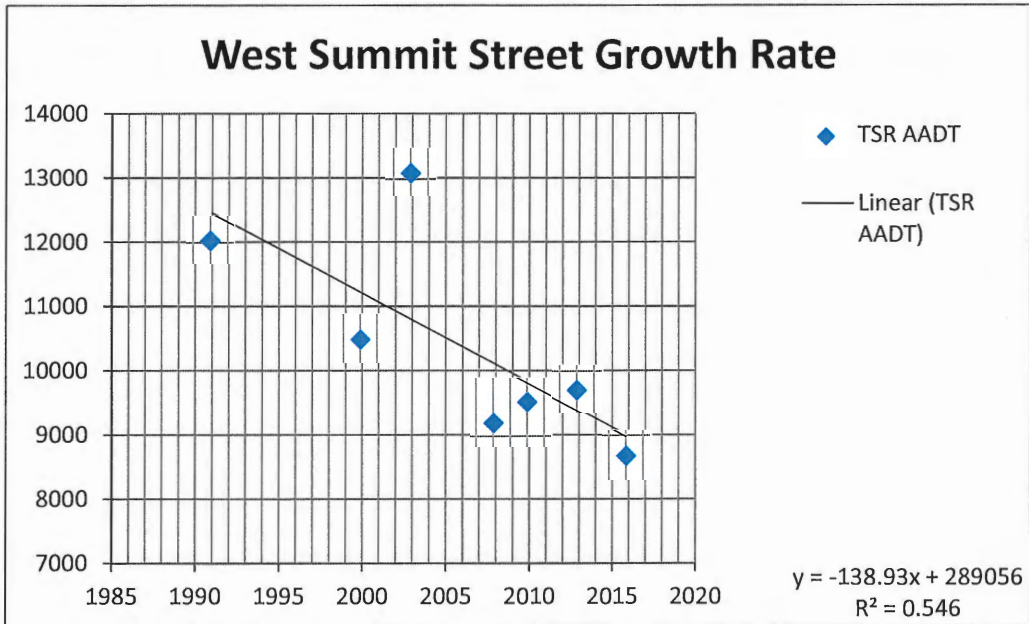
## **Appendix C**

### **Growth Rate Calculations**

**COUNT DATA FROM ODOT WEBSITE**  
**Detroit Avenue (US 6), East of Bunts Road, ID 12318**

Year	Volume	% Diff per Yr to Prev Yr Count	% Diff per Yr Since 2016
2016	8691	-3.50%	
2013	9710	0.67%	-3.50%
2010	9520	1.74%	-1.45%
2008	9200	-5.94%	-0.69%
2003	13090	8.22%	-2.59%
2000	10500	-1.41%	-1.08%
1991	12030		-1.11%

**Fitted Curve Growth: -1.08%**



## **Appendix D**

### **ODOT Peak Hour to Design Hour Charts**

**PEAK HOUR to DESIGN HOUR FACTORS**  
**FUNCTIONAL CLASSIFICATION = 03, 04, 05u**  
 (Urban Principal Arterial, Urban Minor Arterial, & Urban Minor Collector)

Day Month	Monthly Average by Day-of-Week							
	WEEKDAY MON- THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.20	1.70	1.21	1.21	1.19	1.18	1.14	1.53
February	1.18	1.58	1.19	1.18	1.18	1.17	1.10	1.44
March	1.16	1.58	1.17	1.16	1.16	1.14	1.11	1.44
April	1.11	1.50	1.14	1.11	1.09	1.10	1.07	1.40
May	1.09	1.45	1.11	1.10	1.08	1.07	1.04	1.34
June	1.15	1.49	1.17	1.15	1.14	1.12	1.09	1.39
July	1.17	1.53	1.20	1.18	1.17	1.16	1.13	1.42
August	1.14	1.50	1.16	1.15	1.13	1.12	1.09	1.38
September	1.12	1.52	1.15	1.12	1.13	1.09	1.04	1.38
October	1.11	1.52	1.14	1.10	1.10	1.09	1.05	1.36
November	1.12	1.56	1.16	1.12	1.13	1.10	1.05	1.45
December	1.14	1.60	1.15	1.15	1.13	1.13	1.09	1.42

peak hour volume \* factor = design hour volume

source: year 2016 & 2017 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2017: 21, 123, 523, 538, 543, 544, 550, 565, 605, 725, 765, 28,  
134, 169, 517, 131, 166

2016: 21, 123, 523, 538, 539, 543, 544, 550, 565, 605, 765, 28,  
169, 167

Ohio Department of Transportation  
 Modeling & Forecasting Section  
 July 2018

**NOTE: These are NOT seasonal adjustment factors!!!**

Note: Insufficient data exists to produce factors for functional classes 06 and 07 Urban.

## **Appendix E**

### **No-Build Traffic Volume Calculations**

**INTERSECTION NO-BUILD  
TRAFFIC VOLUME CALCULATIONS**

<b>2021 AM</b>		<b>DHF</b>	<b>2021 GF</b>		<b>2019 TOTAL</b>		<b>2021 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; ORCHARD GROVE AVENUE</b>							
WB	RIGHT	1.1	1		10		11
	THROUGH	1.1	1.01		373		414
EB	THROUGH	1.1	1.01		271		301
	LEFT	1.1	1		12		13
NB	RIGHT	1.1	1		20		22
	LEFT	1.1	1		6		7

<b>2021 PM</b>		<b>DHF</b>	<b>2021 GF</b>		<b>2019 TOTAL</b>		<b>2021 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; ORCHARD GROVE AVENUE</b>							
WB	RIGHT	1.1	1		10		11
	THROUGH	1.1	1.01		443		492
EB	THROUGH	1.1	1.01		480		533
	LEFT	1.1	1		25		28
NB	RIGHT	1.1	1		14		15
	LEFT	1.1	1		8		9

<b>2031 AM</b>		<b>DHF</b>	<b>2031 GF</b>		<b>2019 TOTAL</b>		<b>2031 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; ORCHARD GROVE AVENUE</b>							
WB	RIGHT	1.1	1		10		11
	THROUGH	1.1	1.06		373		435
EB	THROUGH	1.1	1.06		271		316
	LEFT	1.1	1		12		13
NB	RIGHT	1.1	1		20		22
	LEFT	1.1	1		6		7

<b>2031 PM</b>		<b>DHF</b>	<b>2031 GF</b>		<b>2019 TOTAL</b>		<b>2031 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; ORCHARD GROVE AVENUE</b>							
WB	RIGHT	1.1	1		10		11
	THROUGH	1.1	1.06		443		517
EB	THROUGH	1.1	1.06		480		560
	LEFT	1.1	1		25		28
NB	RIGHT	1.1	1		14		15
	LEFT	1.1	1		8		9

**INTERSECTION NO-BUILD**  
**TRAFFIC VOLUME CALCULATIONS**

<b>2021 AM</b>		<b>DHF</b>	<b>2021 GF</b>		<b>2019 TOTAL</b>	<b>2021 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; BROCKLEY AVENUE</b>						
WB	THROUGH	1.1	1.01		350	389
	LEFT	1.1	1		43	47
SB	RIGHT	1.1	1		30	33
	LEFT	1.1	1		13	14
EB	RIGHT	1.1	1		15	17
	THROUGH	1.1	1.01		253	281

<b>2021 PM</b>		<b>DHF</b>	<b>2021 GF</b>		<b>2019 TOTAL</b>	<b>2021 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; BROCKLEY AVENUE</b>						
WB	THROUGH	1.1	1.01		422	469
	LEFT	1.1	1		35	39
SB	RIGHT	1.1	1		53	58
	LEFT	1.1	1		24	26
EB	RIGHT	1.1	1		18	20
	THROUGH	1.1	1.01		452	502

<b>2031 AM</b>		<b>DHF</b>	<b>2031 GF</b>		<b>2019 TOTAL</b>	<b>2031 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; BROCKLEY AVENUE</b>						
WB	THROUGH	1.1	1.06		350	408
	LEFT	1.1	1		43	47
SB	RIGHT	1.1	1		30	33
	LEFT	1.1	1		13	14
EB	RIGHT	1.1	1		15	17
	THROUGH	1.1	1.06		253	295

<b>2031 PM</b>		<b>DHF</b>	<b>2031 GF</b>		<b>2019 TOTAL</b>	<b>2031 TOTAL</b>
<b>DETROIT AVENUE (US 6) &amp; BROCKLEY AVENUE</b>						
WB	THROUGH	1.1	1.06		422	492
	LEFT	1.1	1		35	39
SB	RIGHT	1.1	1		53	58
	LEFT	1.1	1		24	26
EB	RIGHT	1.1	1		18	20
	THROUGH	1.1	1.06		452	527

# TRAFFIC DISTRIBUTION STUDY

## Proposed Barry Buick Project

Lakewood, Ohio

June 14, 2019

Prepared For:

Jerome Solove Development, Inc.  
14837 Detroit Avenue  
#339  
Lakewood, Ohio 44107

Prepared By:

TMS Engineers, Inc.  
2112 Case Parkway South  
Unit #7  
Twinsburg, Ohio 44087



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REGISTERED ENGINEER NO. E56982  
CERTIFICATION NO. 2234

"This document was prepared consistent with local agency requirements  
and/or applicable guidelines contained in this report."

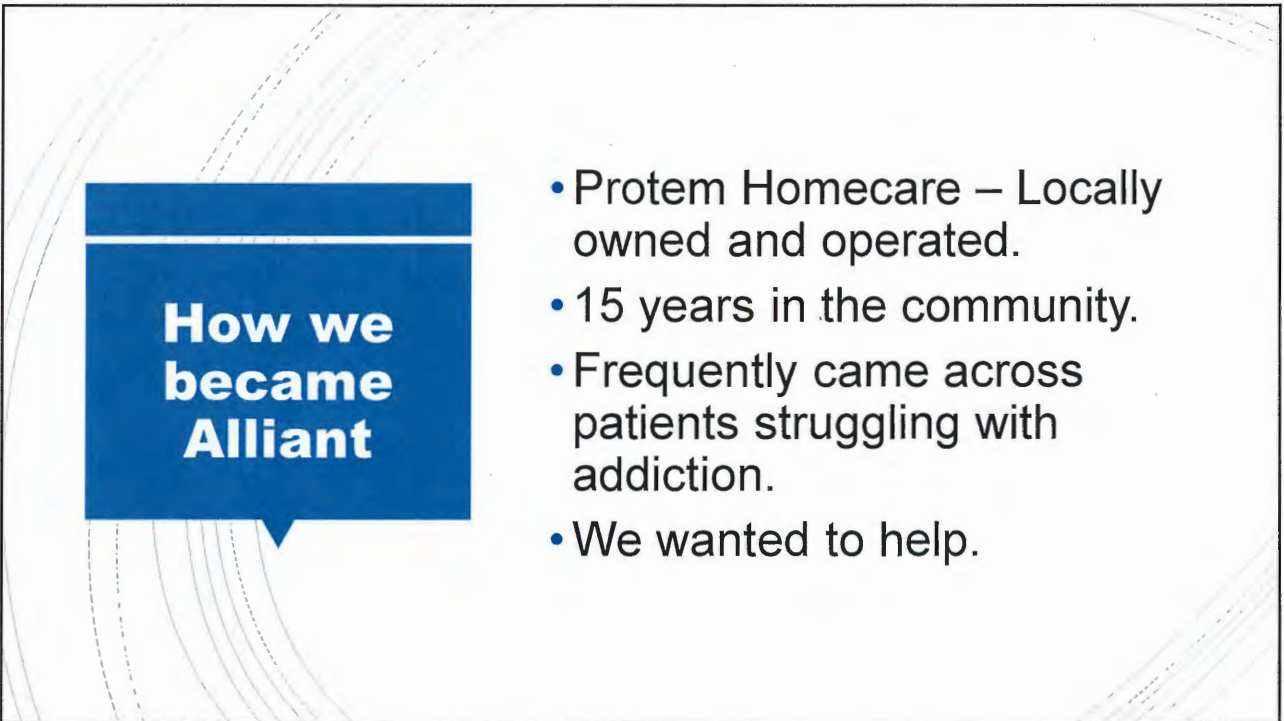




# ALLIANT INPATIENT CENTER

PROPOSED INPATIENT SITE AT MADISON ROAD LAKEWOOD

By: Jesseca Wallace



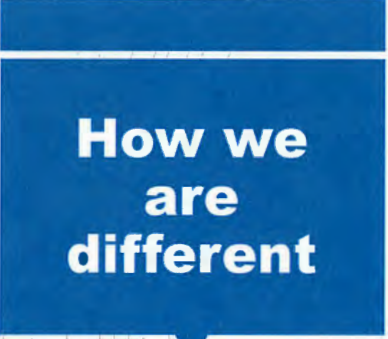
## How we became Alliant

- Protem Homecare – Locally owned and operated.
- 15 years in the community.
- Frequently came across patients struggling with addiction.
- We wanted to help.



**ALLIANT SNF  
COLLABORATION**

Collaborated with local Nursing Homes to provide mental health services and substance abuse services to those in a nursing home due to clinical issues. This allows for better outcomes upon discharge and proper discharge planning.



**How we  
are  
different**

- We treat the community.
- We partner with local hospitals to assist their patients in placement to nursing homes or outpatient treatment.
- Involvement with local law enforcement, specialty court and probation.
- We help the uninsured.
- Flexible treatment options.
- Nursing home patients.
- Transportation assistance.
- Case management
- Medication Assisted treatment

## Outpatient Success Next Step.....

- We have been successful helping clients in an outpatient setting. However, we come across clients who need a more intense level of care and need to be in a residential setting for more structure, which brings us to why we are here today, we would like to offer the correct level of care to anyone who calls or comes in.



### Current Treatment Methods

- **Individual Counseling** (one day a week for 1 hour)
- **Non-Intensive Outpatient Counseling**
- **Intensive Outpatient counseling**  
(3 days per week for 3 hours per day)
- **Support Groups for women** (one day a week for 1 hour)
- **Medication Assisted Treatment**  
Suboxone – Vivatrol – Subutex for pregnant women

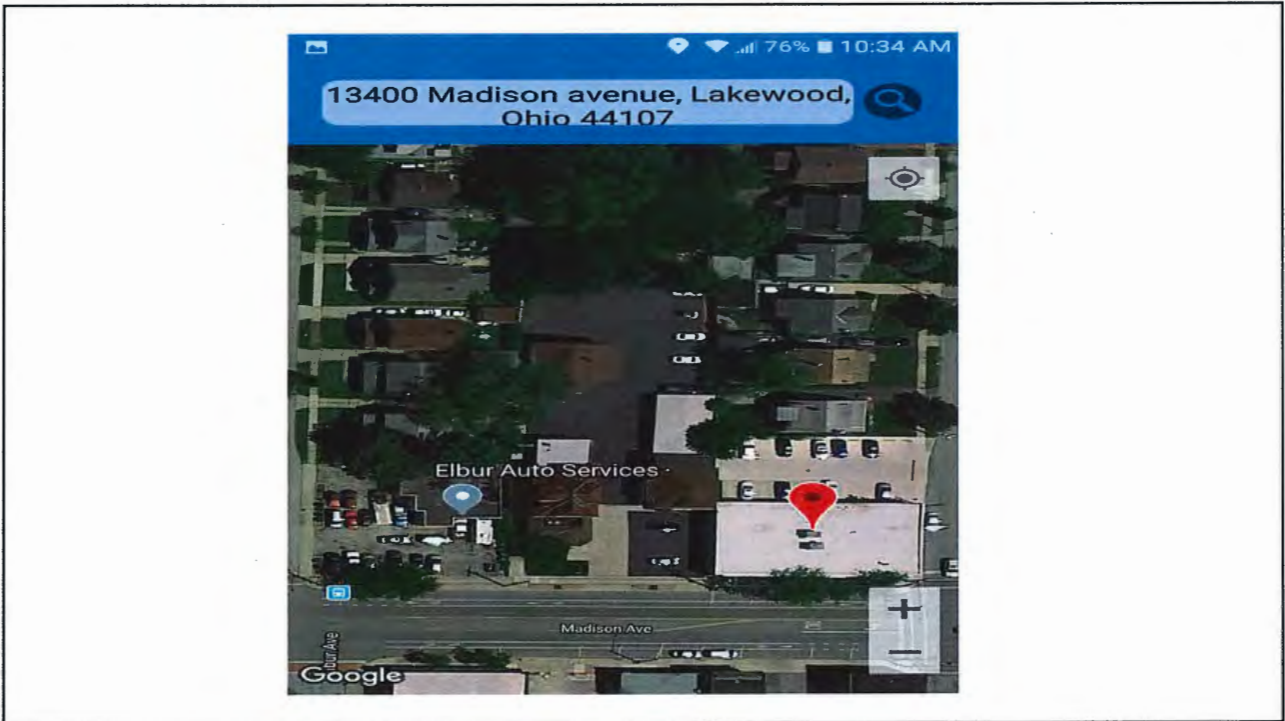


**City of Lakeland  
Zoning I**

The image shows a zoning map of Lakeland, Florida, with various colored zones. A blue circle highlights a specific area on the map.

## Site Plans

- Men's House (15 Men)
- Women's House (10 Women)
- Sober Living House (6 Men)



13400 Madison Avenue, Lakewood, Ohio 44107

Elbur Auto Services

Madison Ave

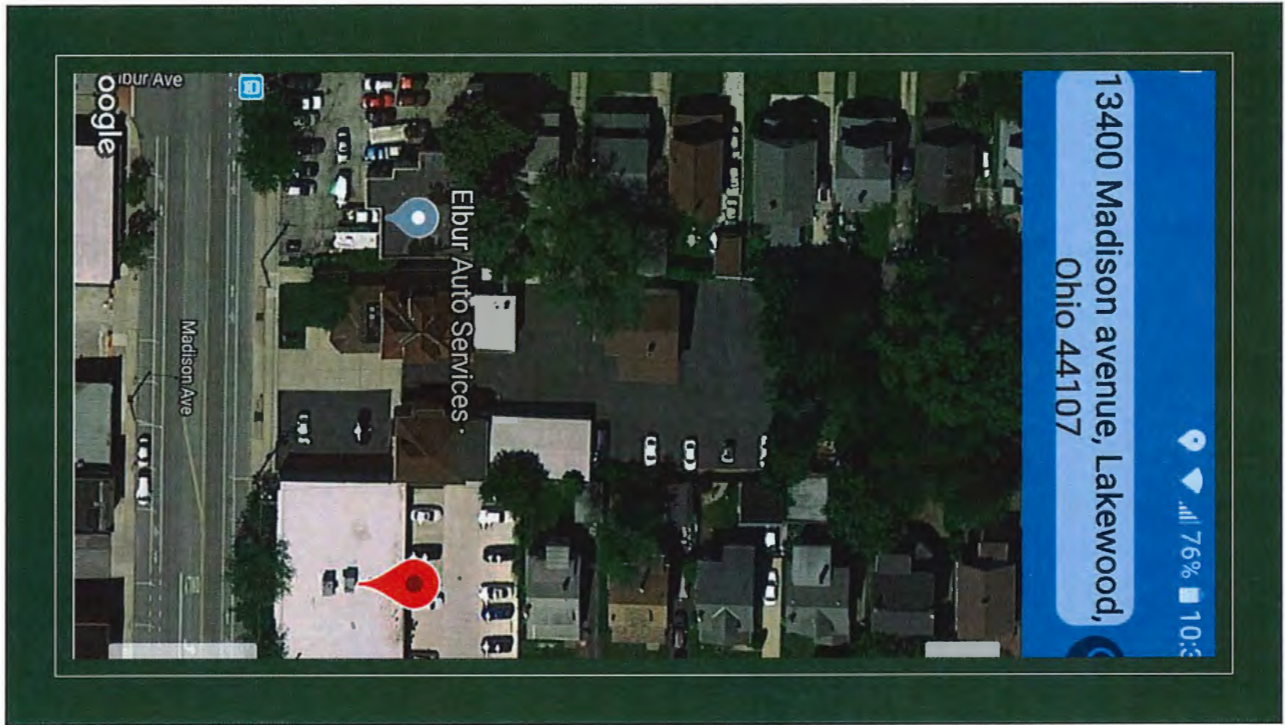
Google

The image is a satellite view from Google Maps showing a residential area. A red location pin is placed on a white building. The street name 'Madison Ave' is visible at the bottom. The Google logo is in the bottom left corner.

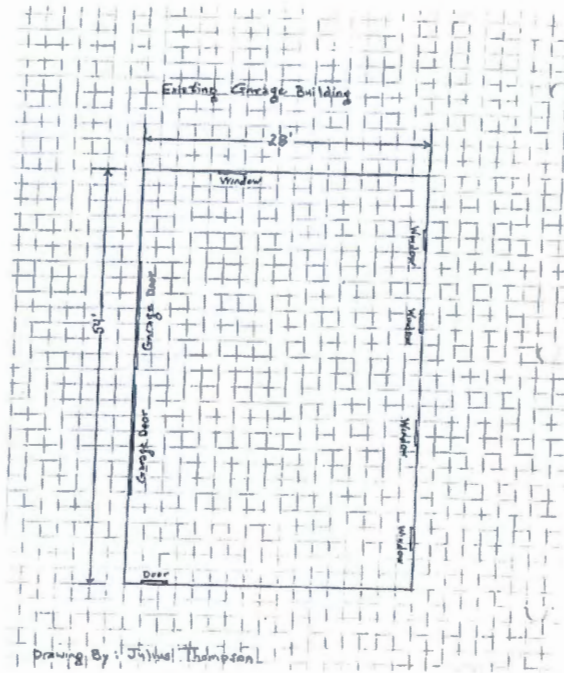


## Proposed Remodeling and Changes to the building / Investments into the property.

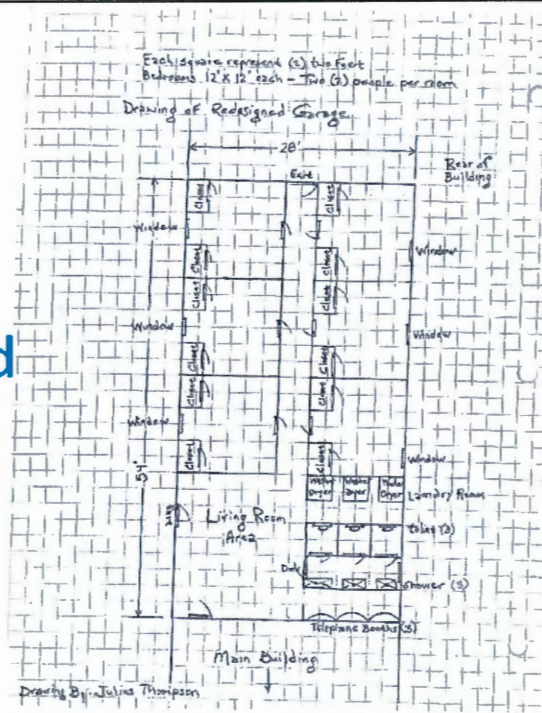
- Remodel garage area into 6 dorm rooms (2 males in each room)
- **Add a full kitchen and pantry to the main buildings.**
- Add a half bathroom to the main floor of the main building.
- **Six-foot-tall privacy fence around the entire property where there is not an existing fence.**



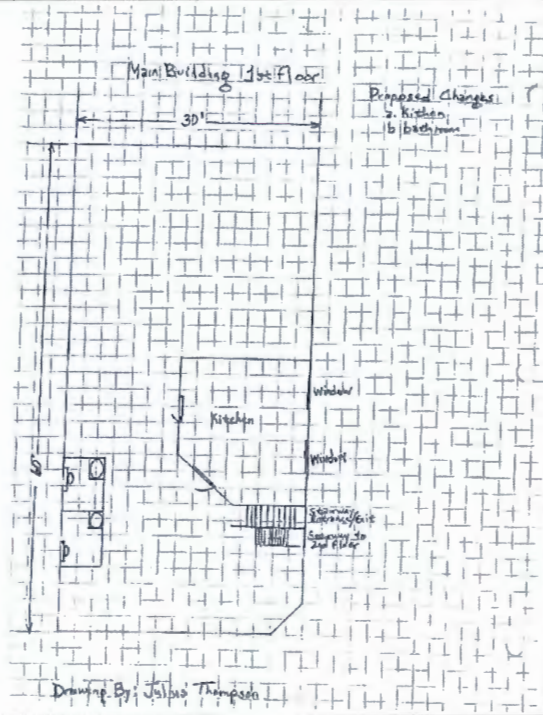
# Existing Garage



# Redesigned Garage



# Main Building 1<sup>st</sup> Floor






**Entrance &  
Admission to  
Treatment**



Parking -  
Traffic on and off the  
Property





**Security Plan**

First Level of Security - Staffing

- A minimum of two qualified staff members will be on duty during each shift in each house (Men's House and Women's House). These two staff members will monitor and accompany residents at all time.
- A third (floating) staff member will be on duty to act as security and to assist staff members to monitor residents' activity and monitor the property. The third staff member will assist housing staff and assist housing staff in any necessary activity which may include transporting clients to various appointments.

Second Level of Security - Cameras

- Cameras will be posted inside each treatment facility at all entrances and exits and outside each building.
- A camera will also be posted on the grounds which will scan and monitor the entire campus grounds for intruders and any unauthorized activity that may occur on the property.
- All medicines will be kept in a locked and secured room. Cameras will also be posted in the medication room to verify and ensure all medications are accounted for and dispensed in a proper manner.



# Daily Operation - Treatment Methods

### Residential Treatment Daily Schedule and Activities

7:00 - 7:20	Wake Up - Shower/Dress - MEDICATION
7:20 - 7:30	Prayer/Meditation/Serenity Prayer
7:30 - 8:00	Breakfast
8:00 - 8:15	Smoke Break
8:15 - 8:45	Exercise/Walk/Jog
8:45 - 9:00	Smoke Break
9:00 - 9:50	Morning Group
9:50 - 10:00	Smoke Break
10:00 - 10:50	Morning Group Continued
10:50 - 11:00	Smoke Break
11:00 - 11:50	Morning Group Continued
11:50 - 12:00	Smoke Break
12:00 - 12:50	Lunch/Free Time/Phone Calls - MEDICATION
12:50 - 1:00	Exercise/Walk/Jog
1:00 - 1:50	Afternoon Group
1:50 - 2:00	Smoke Break
2:00 - 2:50	Afternoon Group Continued
2:50 - 3:00	Smoke Break
3:00 - 3:50	Afternoon Group Continued
3:50 - 4:00	Smoke Break
4:00 - 4:30	Free Time/Phone
4:30 - 5:30	Dinner/Men and Women - MEDICATION
5:30 - 6:30	Free Time/Phone
6:30 - 9:00	Transport to AA/NA Meeting in the Community
9:00 - 9:30	Reflections
9:30 - 11:00	Free Time/Individual Counseling - MEDICATION
11:00	Lights Out (must stay in bed for one hour)

This schedule of activities represents a typical day in a treatment facility. Residents are accounted for throughout the day.

Six Hours of Group - Mandatory  
 AA/NA - Mandatory  
 Exercise - Mandatory  
 Weekly Individual Counseling - Mandatory  
 11:00 Lights Out - Mandatory





**Visitors  
Schedule**

**Sunday's Only**

The slide features a white background with decorative curved lines in the corners. On the left, there is a blue speech bubble containing the text 'Visitors Schedule'. To the right of the speech bubble, the text 'Sunday's Only' is displayed in a large, blue, sans-serif font.

**How are Residents  
discharged?**

**Where will Residents  
be discharged to?**

**What about homeless  
Clients?**

# Follow up Treatment

Can a prior  
resident return for  
treatment if they  
relapse?





**Background Information**

- Task Force formed March 2018
- Meets 3<sup>rd</sup> Tuesday Every Month (15 Meetings to Date)
- 12 Members:
  - 5 women, 7 men
  - 8 residents, 4 non-residents
  - 7 Council Appointees, 5 Mayoral
- Recruited from local / regional institutions as well as online and personal outreach
- Represent expertise in a variety of fields and occupations including: transportation, energy, architecture, planning, education, housing, and healthcare

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

**Task Force Members**

- Nicholas LaPointe
- Michael Fodor
- Kevin Hudson
- Issac Robb
- Dr. Nick Zingale

**ReThink Advisors**

- Irwin Lowenstein

**City Staff**

- Alex Harnocz

**City Council Representative**

- Sam O'Leary

- Maya Camhi
- Kate Anderson-Foley
- John Mitterholzer
- Uriel Ybarra
- (Ali Ahmed, moved)

- Savannah Dugan
- Karen Kirsh

- Michael Peters
- Puck Mykleby

- David Baas

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

**ACCOMPLISHMENTS**

- Defined the problem
- Developed a Purpose Statement
- Analyzed gaps and overlaps in previous plans
- Researched 13 priorities
- Initial review of Lakewood Community Vision
- Public engagement and surveys

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

### Purpose Statement

To understand current and emerging forces that can impact Lakewood and the wellbeing of its citizens. Examining environmental, political, social and economic forces through the lens of resiliency, the Task Force will pursue and recommend systemic process enhancements that will allow Lakewood to identify, prioritize, execute and measure solutions that will lead to a continuously improving and thriving city for all, especially the most vulnerable among us, for generations to come.

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

### Reviewed Previous Plans for Level-Setting

- Clean Water Task Force (2016)
- Active Living Task Force (2015)
- Parks Master Plan (2015)
- Tree Task Force (2014)
- **Community Vision (2012)**
- Bicycle Master Plan (2012)
- Commercial Design Principles (2011)
- Birdtown Master Plan (2012)
- Downtown Parking Study (2010)
- Youth Master Plan (2008)
- Detroit Streetscape Plan (2008)

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

### Researched 13 Priorities

Studied current state of affairs for 12 Priority Areas. Discussed future goals and programs / policies to reach them. Generated 13 "template" documents, which have been provided to you and posted online:

- Connectivity - Energy - Public Engagement - Air - Food Systems
- Health - Waste - Public Space - Water - Housing
- Economic Development - Safety

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

### Researched 13 Priorities

Topic experts visited Task Force meetings to discuss their areas of expertise including:

- Four Lakewood Ward Police Officers
- Kathy Rocco – Cuyahoga Solid Waste District
- Daniel Brown – Rust Belt Riders
- Mike Foley – Cuyahoga County Sustainability Office
- Paula Timko – Nubo Health

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

**Review Community Vision**

- Over three months, the Task Force created presentations detailing their initial suggested additions / updates to the *Vision*
- City Staff is currently synthesizing these inputs into redline versions of each *Vision* category

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

Current	Proposed
<p><b>Safety – Thinking About Tomorrow</b></p> <ul style="list-style-type: none"> <li>- Understand emerging trends in public safety in order to respond to those trends effectively</li> <li>- Have more frequent community beautification events</li> </ul>	<p><b>Safety – Thinking About Tomorrow</b></p> <ul style="list-style-type: none"> <li>- Technology is incorporated into standard operating procedures for emergency forces</li> <li>- Citizen data is collected, recorded, used, and shared safely and ethically</li> <li>- Establish a disaster mitigation plan</li> </ul>
<p><b>Housing – Creating Places for People</b></p> <ul style="list-style-type: none"> <li>- Provide a variety of housing types that meet the needs of the whole community including seniors, low-moderate income families, and special needs households</li> <li>- Encourage new and infill development which is complementary to the scale and character of surrounding residential uses</li> </ul>	<p><b>Housing – Creating Places for People</b></p> <ul style="list-style-type: none"> <li>- A variety of housing types that meet the needs of the whole community including seniors, low-moderate income families, and special needs households</li> <li>- New and infill development which is complementary to the scale and character of surrounding residential uses</li> <li>- Integrates sustainable practices, and reflects Universal Design Principles.</li> <li>- Quality public greenspace in each neighborhood</li> </ul>

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

**PUBLIC OUTREACH**

**Survey**

- 149 Online Responses to Date
- Paper copies distributed to Senior Center, Early Childhood Room
- Additional Paper copies collected by TF Members

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

**PUBLIC OUTREACH**

**Survey – What does Wellbeing Mean to You?**

mentally physically water access stress free Feeling safe emotional Safety quality  
life Peace love well neighborhood Feeling Happiness happy health  
happiness health Overall good content  
healthy security life Physical mental health  
family state living community safe safety security Stress low  
stress physical mood balance care happy healthy shelter need Physical  
mental comfortable

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

### PUBLIC OUTREACH

Survey – Three Wishes for Lakewood:

Less Lower Continued better parking city hospital housing Safer  
**Better** Lower property taxes **Lower taxes** new  
parking Lakewood community Rent control diversity free

Full Survey Results will be published on the  
[www.OneLakewood.com/Resiliency](http://www.OneLakewood.com/Resiliency)  
site before the Public Engagement Meeting

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

### NEXT STEPS

- Public Meeting – Tuesday, September 10th
- Continued Review of *Community Vision*
- Generate Three Deliverables:
  - Final Redline Draft based on Public Input
  - Packet of Proposed Programs / Policies
  - Online Dashboard to Replace “Where are we Now”
- Final Report and Presentation, November 7<sup>th</sup>

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

## PUBLIC OUTREACH Public Engagement Meeting



### Three Sections:

- **Presentation:** Purpose of Group and Work so Far
- **Discussion:** Definition of Resilience and Local Relevance
- **Polling Activity:** Further exposition of survey topics via live polling app

**UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019**

## Metrics

### *Housing*

#### WHERE WE ARE TODAY

Lakewood has a total of 32,000 housing units citywide. To prepare for the future, in 2012 we began the Housing Forward Initiative. One goal was to analyze our existing housing stock and create a more complete profile of our city.

Since 2012 we have visited surveyed each of our 12,700 single and two family homes at least twice. Through a mixture of vigilant code compliance enforcement efforts and a healthy offering of federally funded rehabilitation assistance programs we have seen improvements across the board in the all measures of the city's housing stock.

- 90% of homes are in good exterior condition (up from 65% in 2012)
- The average home value has increased
- Less than 1% of Lakewood single family homes were in active foreclosure in 2017
- 54% of homes are owner-occupied
- The number of vacant residential properties has declined by 80% since 2012

The number of residential building permits has kept pace with the number of homes that meet compliance expectations. Our inspectors are experienced, well-educated and state licensed. They ensure that when homeowners make improvements to their properties the work is up to code and safe.

The city is building four new homes this year in the historic Birdtown district that will enhance the district.

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

**Metrics**

11% Homes Rated 3 or 4 in Housing Forward (Building Dept.)  
45% Housing + Transportation Costs as % Income (Centers for Neighborhood Technology)  
\$171,000 Median Sale Price previous 12 months (Zillow + County Records)  
223 Postal-Identified Vacancies (NEOCANDO)  
\$15.7M Residential Permit Value, YTD (Building Dept.)  
4,682 Residential Lots not within 5 minute walk to park/greenspace (City GIS)

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

**NEXT STEPS**

- Public Meeting – Tuesday, September 10th
- Continued Review of *Community Vision*
- Generate Three Deliverables:
  - Final Redline Draft based on Public Input
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- Final Report and Presentation, November 7<sup>th</sup>

**CITY OF LAKEWOOD  
RESILIENCY TASK FORCE**

QUESTIONS AND DISCUSSION

UPDATE FOR PLANNING COMMISSION  
THURSDAY, AUGUST 1, 2019



Planning Commission  
August 1, 2019

## AGENDA

1. Detroit and Bunts Market Rate Apartments
  - a. Planned Development – **Request to table the item pending review of the concurrent application. This takes the item off the docket.**
2. Barry Buick Market Rate Apartments – Conditional Use
  - a. Mixed Use Overlay District
3. Detroit and Bunts Market Rate Apartments
  - a. Conditional Use – Parking
  - b. Lot Consolidation
4. Clifton Club – Lot Consolidation – **Deferral**
5. Toni's Pizza (Conditional Use – Extended Hours)
6. Alliant (Conditional Use – Treatment Facility)
7. One Lakewood Place (Lot Consolidation)
8. Lakewood Condo. Assn (Lot Consolidation)
9. Resiliency Task Force (Communication)



Docket No. 02-03-19 – Planned Development - **Request to table the item pending review of the concurrent application. This takes the item off the docket.**

13701 and 13901 Detroit Avenue and 1406 Wyandotte Avenue

## **DETROIT & BUNTS MARKET RATE APARTMENTS**

### **Request - *Withdraw* Preliminary Plan Review 1156.04(c)**

The Commission's role shall be to review all applications for Preliminary PD Plans and make a recommendation to the Director to approve, approve with conditions, or deny the application based on compliance with Section 1156.03

#### **1156.03**

Prescribes 4 items for which the Planning Commission should review when considering a Preliminary Plan for approval. Items such as: *lot size, floor area ratio, structure height, residential setbacks, building line setbacks, circulation*

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Planned Development Rezoning

Docket No. 03-06-19

16000 Detroit Avenue and 15801 Detroit Avenue

**BARRY BUICK MARKET  
RATE APARTMENTS &  
COMMERCIAL SPACE**

- 1. Introduction**
- 2. Developer Presentation**
- 3. City Analysis**
- 4. Planning Commission questions & feedback**
- 5. Public comment & questions**
- 6. Discussion on comments & questions**



## Request

The review and approval of a mixed-use development consisting of approximately 160 market rate, four-story apartments, office, retail, and parking on approximately 2.4 acres, located on the north and south sides of Detroit Avenue between Rosewood and Cranford Avenues, pursuant to section 1135 – mixed use overlay. The property is located in a C3 - Commercial, General Business district.

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)



## 1134 Mixed-Use Overlay

### Purpose

Provide a mechanism to accommodate development reuse and redevelopment in specified locations, which is in the public interest and may not otherwise be permitted pursuant to this Code.

**1135.03 The development standards, including, but not limited to, the yard and setback requirements, the height limitations, parking requirements, open space areas, and signage shall be established as a function of the application.**

The following regulations shall be observed:

- Parking & Traffic strategy
- Structural Requirements
  - Mixed Use Overlay proposals must contain a residential component.
  - Primary entrance to a non-residential structure must be located on the building front.
  - **Primary design objective for the Mixed Use Overlay District are to reflect the area's architectural significance/character, while promoting the pedestrian scale environment.**

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

## Mixed-Use Overlay

(c) A Mixed Use Overlay District should offer one (1) or more of the following advantages:

**(1) Designs in residential and commercial areas that reflect the City's development and planning policies as set forth in this Code and that are consistent with the Vision.**

(2) Designs that are intended to encourage flexibility, innovation, and creativity in site and development design by allowing the mixing of permitted uses and/or modification or variation from otherwise applicable zone district and development standards.

**(3) Designs which encourage a mix of retail, service, office, housing, live-work units, and public activities to coexist in a manner that reflects human scale and emphasizes pedestrian orientation, taking advantage of the vitality that mixed uses can bring to the community.**

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

## Mixed-Use Overlay

1135.03 DESIGNATION OF A MIXED USE OVERLAY DISTRICT.

- Development Standards. **The development standards, including, but not limited to, the yard and setback requirements, the height limitations, parking requirements, open space areas, and signage shall be established as a function of the application** to establish a Mixed Use Overlay District and the approval of the application. The following regulations shall be observed:
  - Parking & Traffic strategy
  - Structural Requirements
    - Mixed Use Overlay proposals must contain a residential component.
    - The principal or primary entrance to a non-residential structure must be located on the building front.
    - **Primary design objective for the Mixed Use Overlay District are to reflect the area's architectural significance/character, while promoting the pedestrian scale environment.**

1135.05 PRINCIPAL AND CONDITIONALLY PERMITTED USES.

Modification of development standards shall be permitted on the authority of the Commission as part of the conditional use review.

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

## Community Vision

### Goals & Objectives

- Encourage a **mix of development** that meets community employment, shopping, and service needs
- Require **high quality design** for all rehab and redevelopment projects
- Support a **variety of housing options** that meet the needs of our diverse community

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

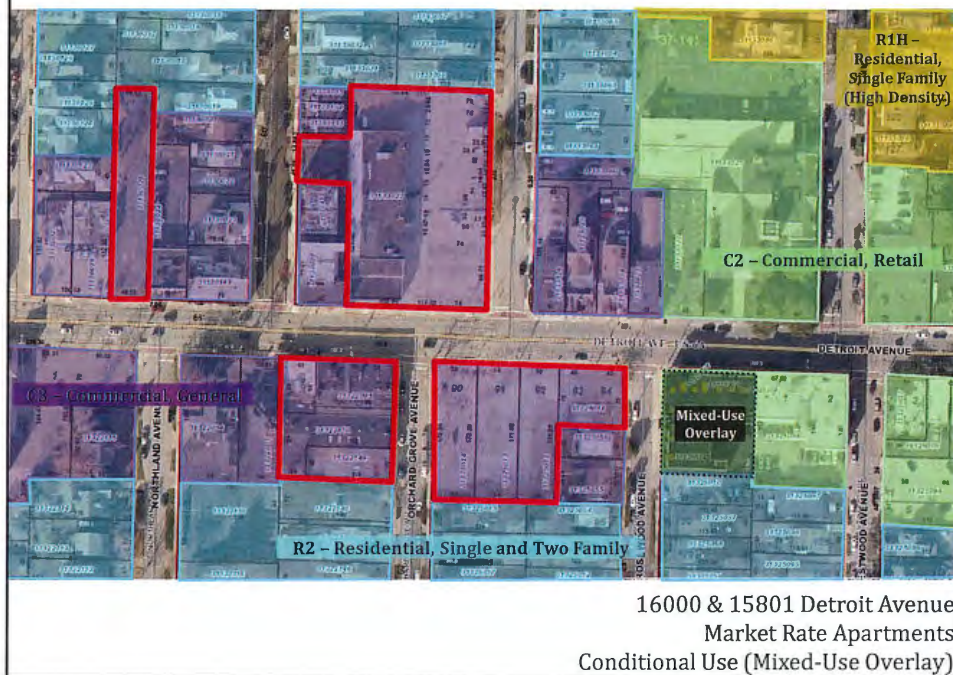


### Mixed Use Overlay District Expansion

**2005:** 5500 sq. ft. commercial space and 11 condos (Rosewood Place)

**2019:** 1500+ sq ft commercial space and 160 apartments

**Conditional Use (Mixed-Use Overlay) – Surrounding Uses**



**Background & Update**

- **March 2019 Planning Commission**
  - Proposal introduced
  - Staff synopsis of building heights, parking analysis, property line setbacks, floor plans, and rendering of site
  - Public comment taken
  - Commission voted to defer to April
- **April 2019 Planning Commission**
  - Updated design presented
  - Traffic and shade studies completed
  - Staff analysis of zoning, building height, parking, property lines and setbacks, and the completed studies
  - Public comment taken
  - Commission voted to defer to May
- **May and July 2019 Planning Commission meetings**
  - Applicant requested deferral

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

**Conditional Use (Mixed-Use Overlay) - Original Plan - Ground Floor**



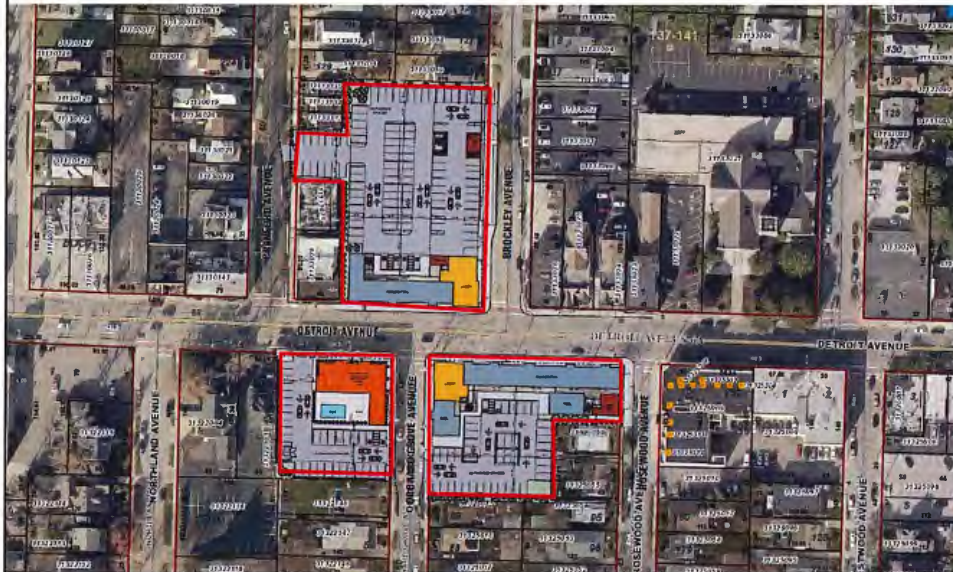
16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

**Conditional Use (Mixed-Use Overlay) - Original Plan - Upper Floors**



16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

**Conditional Use (Mixed-Use Overlay) – April Plan - Ground Floor**



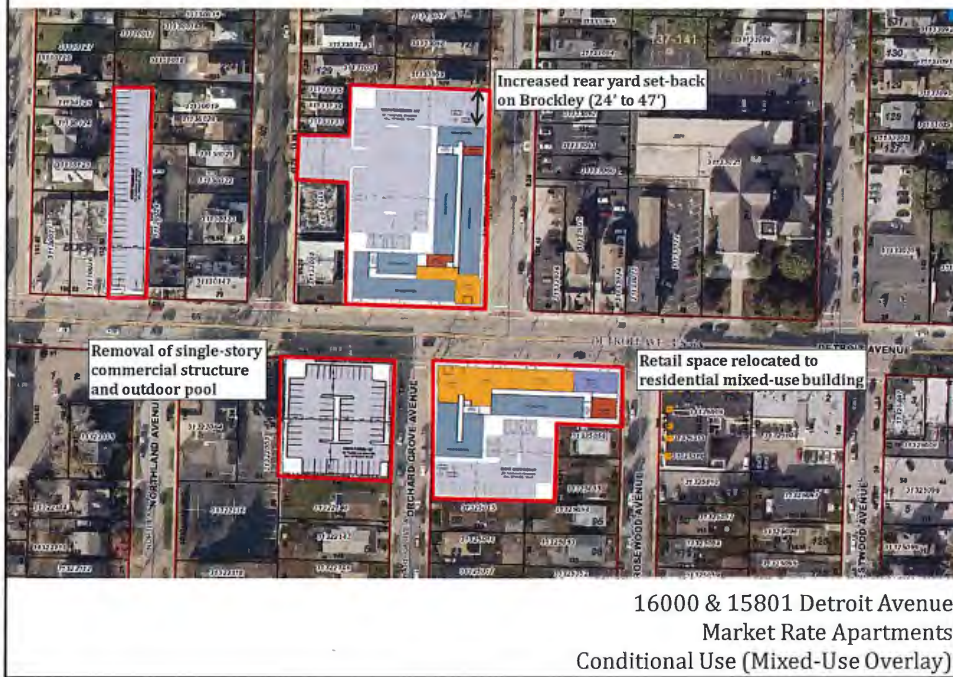
16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

**Conditional Use (Mixed-Use Overlay) – April Plan - Upper Floors**

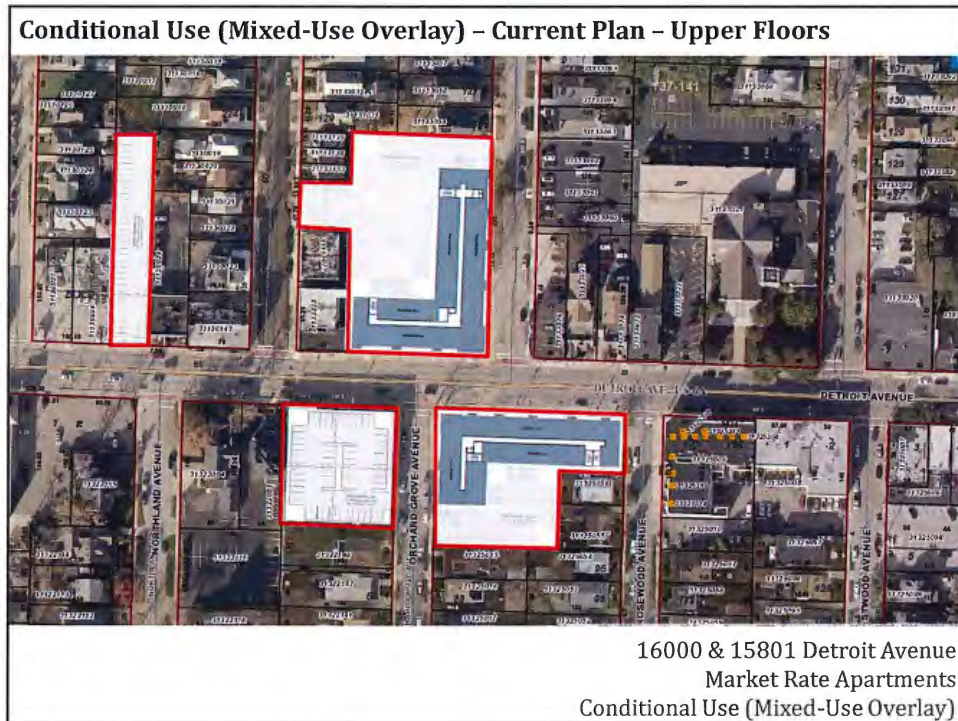


16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

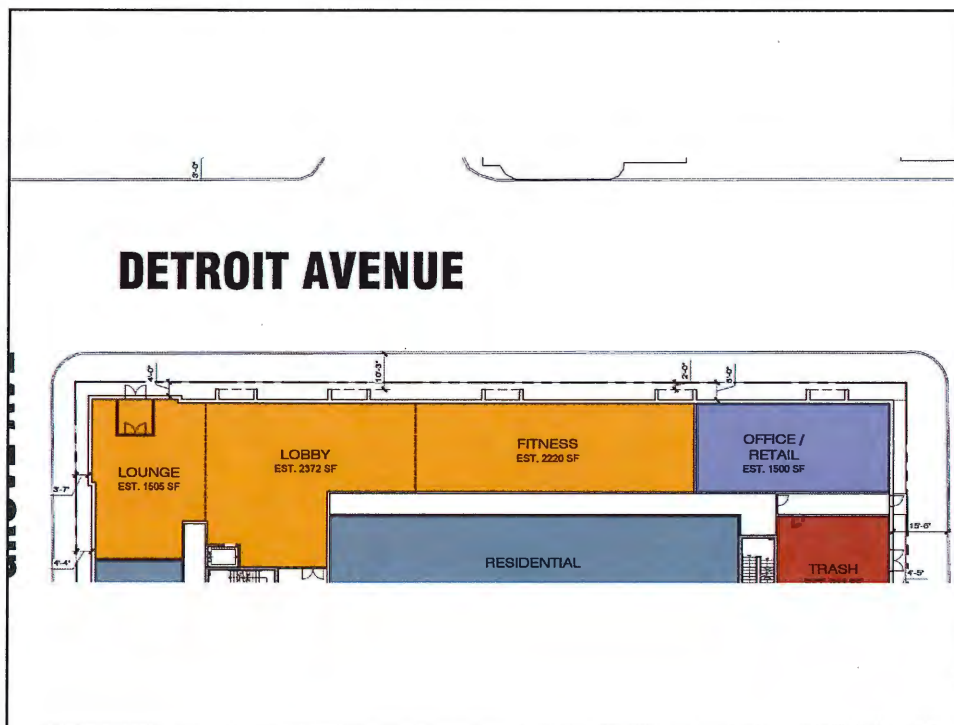
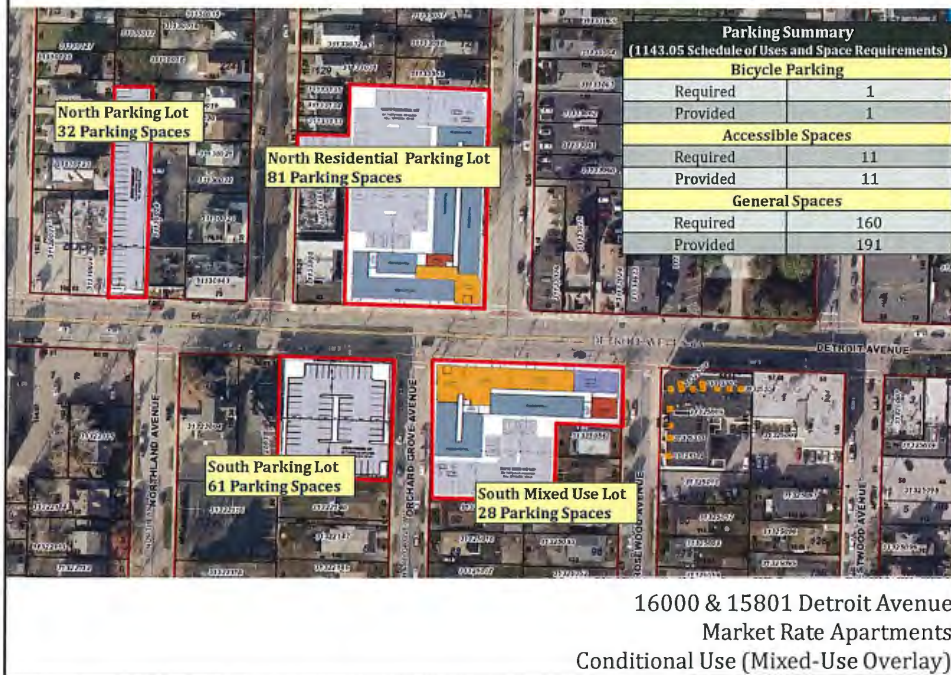
**Conditional Use (Mixed-Use Overlay) – Current Plan - Ground Floor**

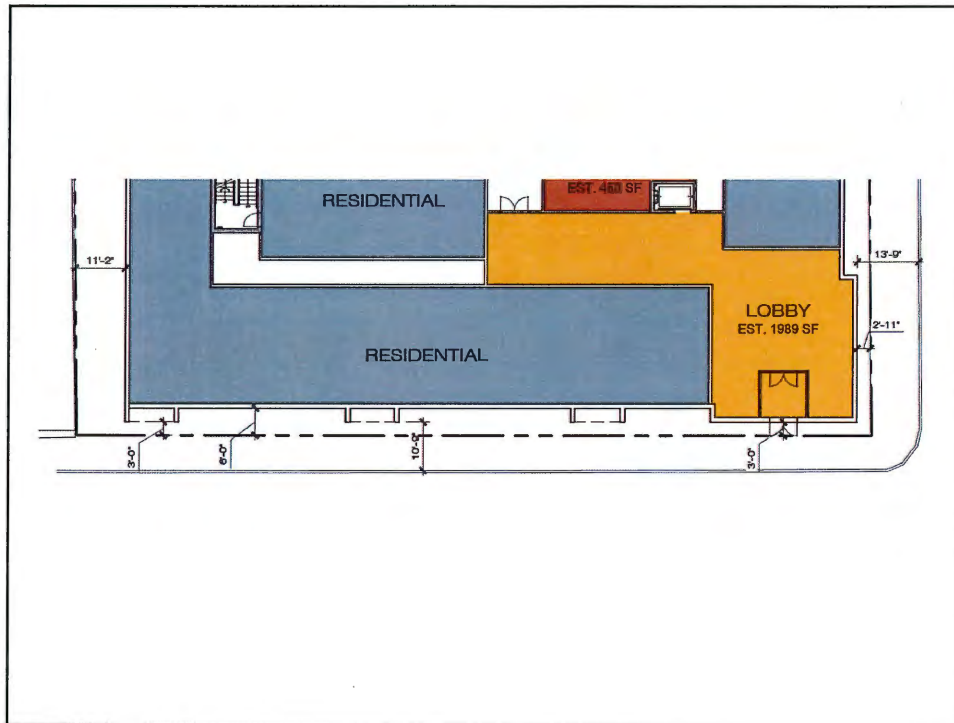


**Conditional Use (Mixed-Use Overlay) – Current Plan – Upper Floors**



**Conditional Use (Mixed-Use Overlay) – Current Plan - Parking**





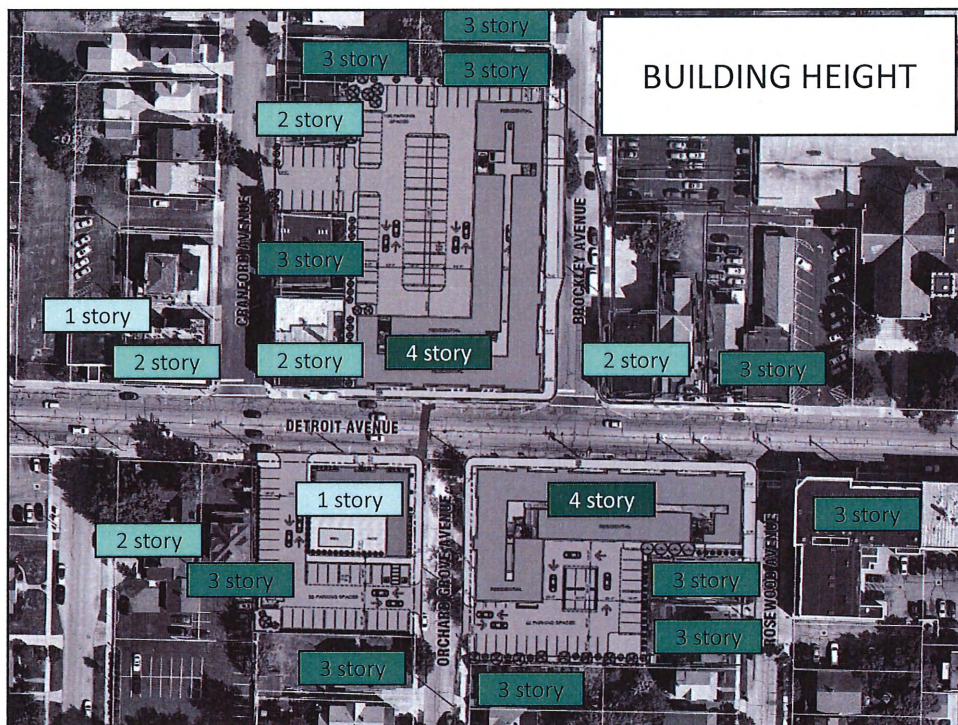
## Background & Update

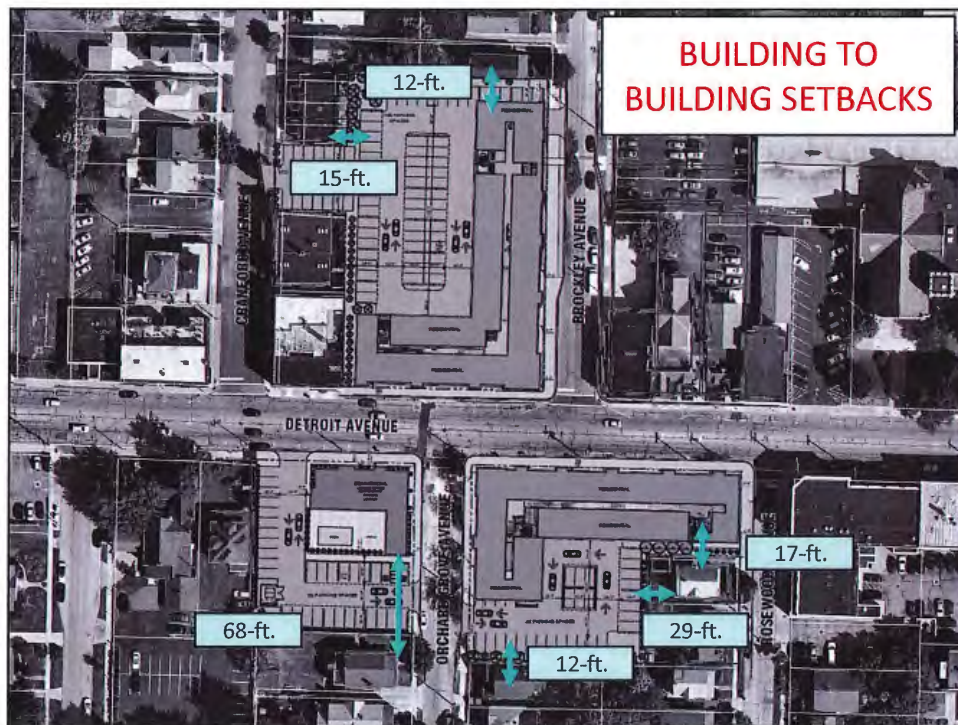
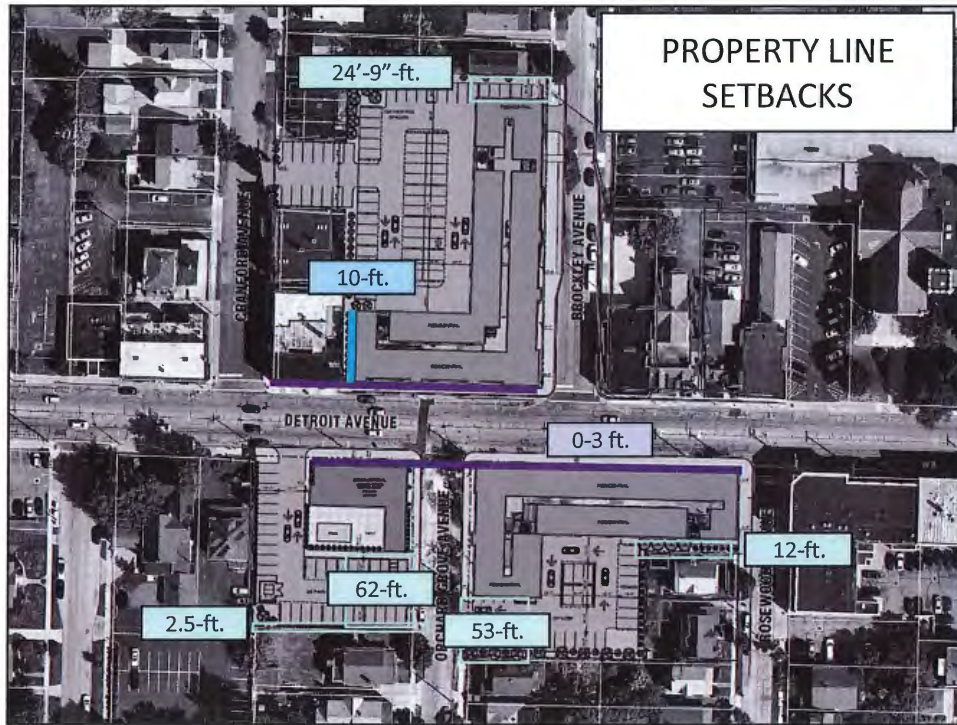
- **March 2019 Planning Commission**
  - Proposal introduced
  - Staff synopsis of building heights, parking analysis, property line setbacks, floor plans, and rendering of site
  - Public comment taken
  - Commission voted to defer to April
- **April 2019 Planning Commission**
  - Updated design presented
  - Traffic and shade studies completed
  - Staff analysis of zoning, building height, parking, property lines and setbacks, and the completed studies
  - Public comment taken
  - Commission voted to defer to May
- **May and July 2019 Planning Commission meetings**
  - Applicant requested deferral
- **Changes since last review (April)**
  - Increased rear yard setback on Brockley from 24' to 47'
  - Removal of the single story commercial structure and removal of the outdoor pool
  - Repositioning of the retail space into the residential mixed-use building (south side of Detroit)
  - Completed a Traffic Impact Study (TIS)
  - Expanded the sidewalk space around the site for better pedestrian safety, street furniture and trees

16000 & 15801 Detroit Avenue  
 Market Rate Apartments  
 Conditional Use (Mixed-Use Overlay)

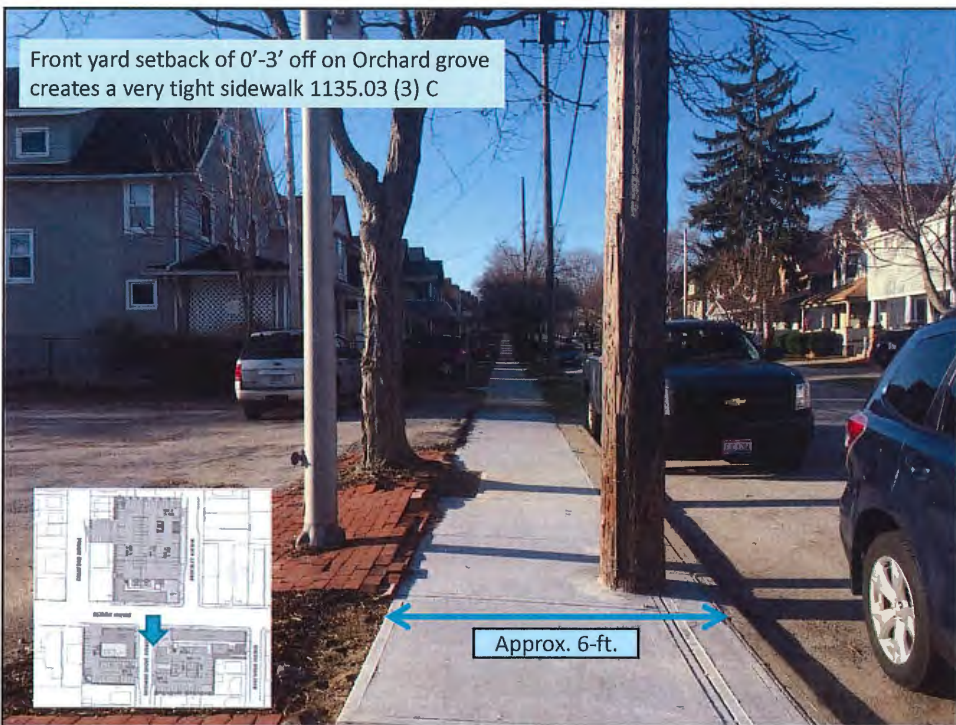
**Administration Discussion Items**

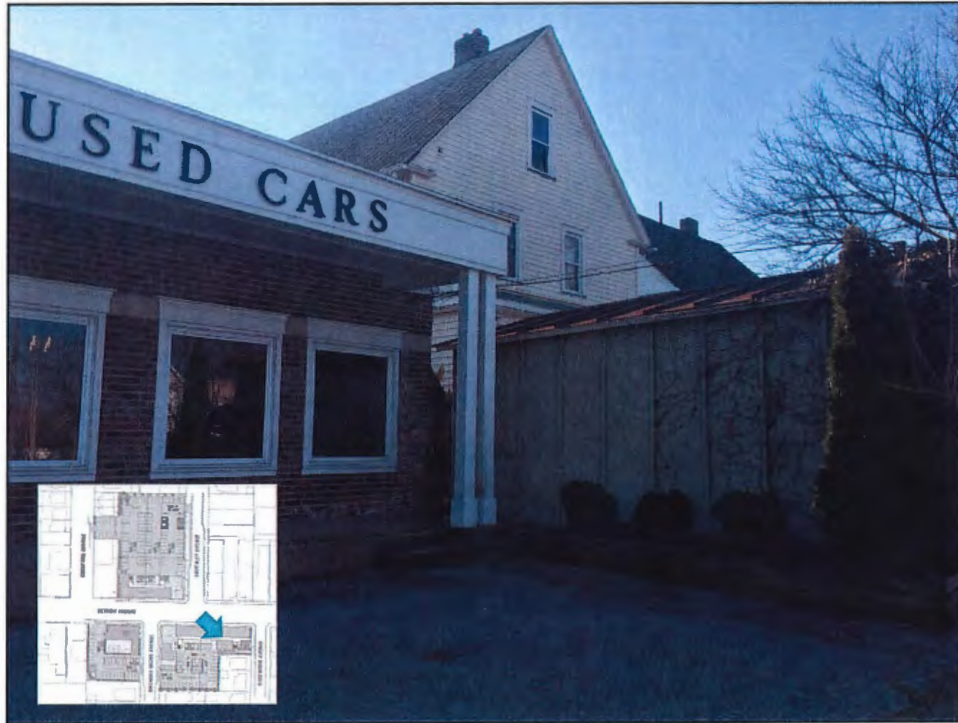
- Establish a minimum amount of commercial space available for people not living in the project to engage with above 1,500 square feet. Reference 1135.01(c)(3)
- Recommend an innovative landscaping plan as approved by ABR. Referencing 1135.01(c)(4) and 1135.01(c)(5) and 1141.
- Exceed the amount of Water Quality Volume treated and stored on site above the minimum as determined by Chapter 1339. The amount above the minimum will be economically feasible as determined by a reasonable person. Reference 1135.01(c)(1) and 1135.01(c)(2).

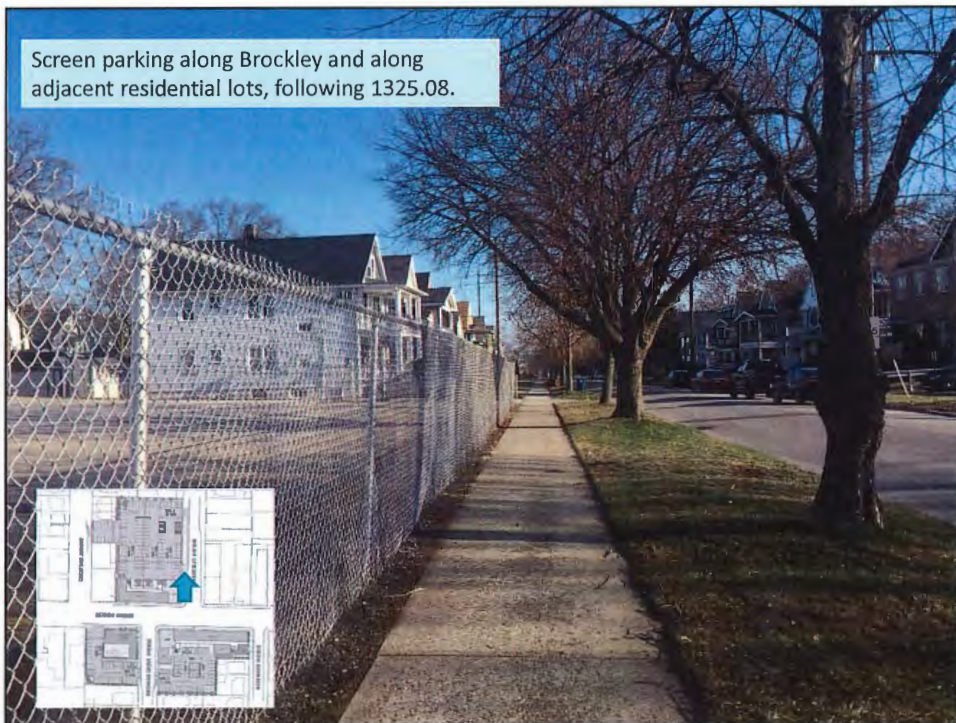




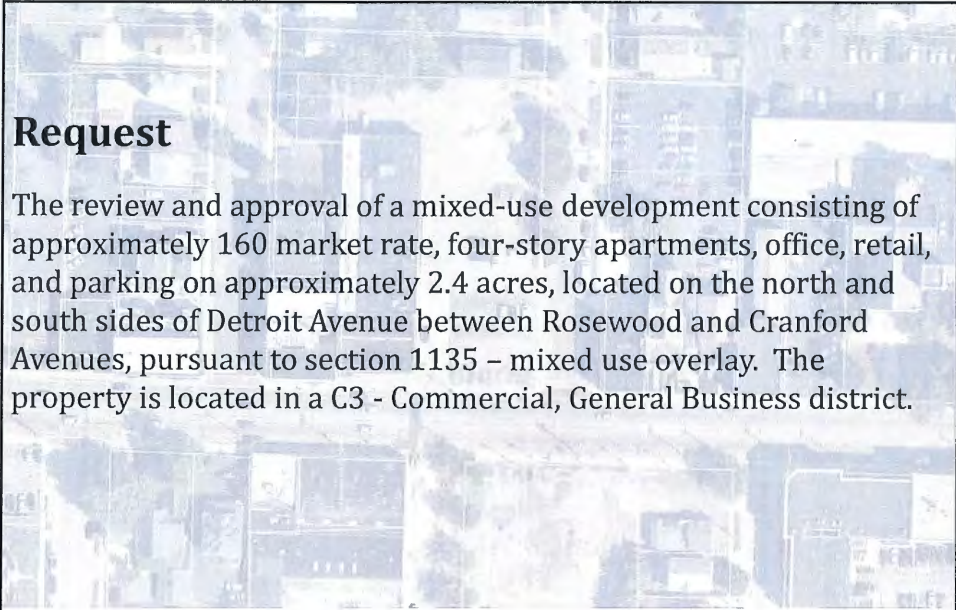












## Request

The review and approval of a mixed-use development consisting of approximately 160 market rate, four-story apartments, office, retail, and parking on approximately 2.4 acres, located on the north and south sides of Detroit Avenue between Rosewood and Cranford Avenues, pursuant to section 1135 - mixed use overlay. The property is located in a C3 - Commercial, General Business district.

16000 & 15801 Detroit Avenue  
Market Rate Apartments  
Conditional Use (Mixed-Use Overlay)

Docket No. 08-21-19

13701 and 13901 Detroit Avenue and 1406 Wyandotte Avenue

## **DETROIT & BUNTS MARKET RATE APARTMENTS**

## Request

The review and approval of a conditional use for accessory parking (parking; PPN 315-01-069) to support mixed-use development. This is a continuation of approval received by prior owner. The property is located in a R1H – Residential, Single Family (High Density).

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

## Project

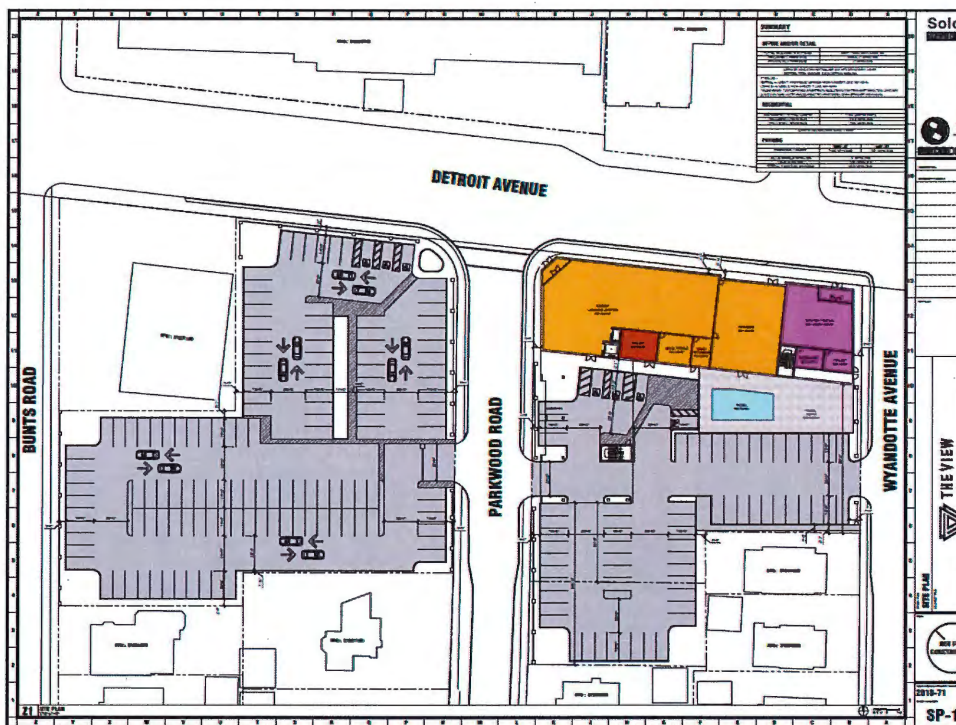
- The project being proposed is a mixed use building with 144 apartments and commercial retail space.
- The project complies with the C2 zoning regulations and meets the parking code requirements.

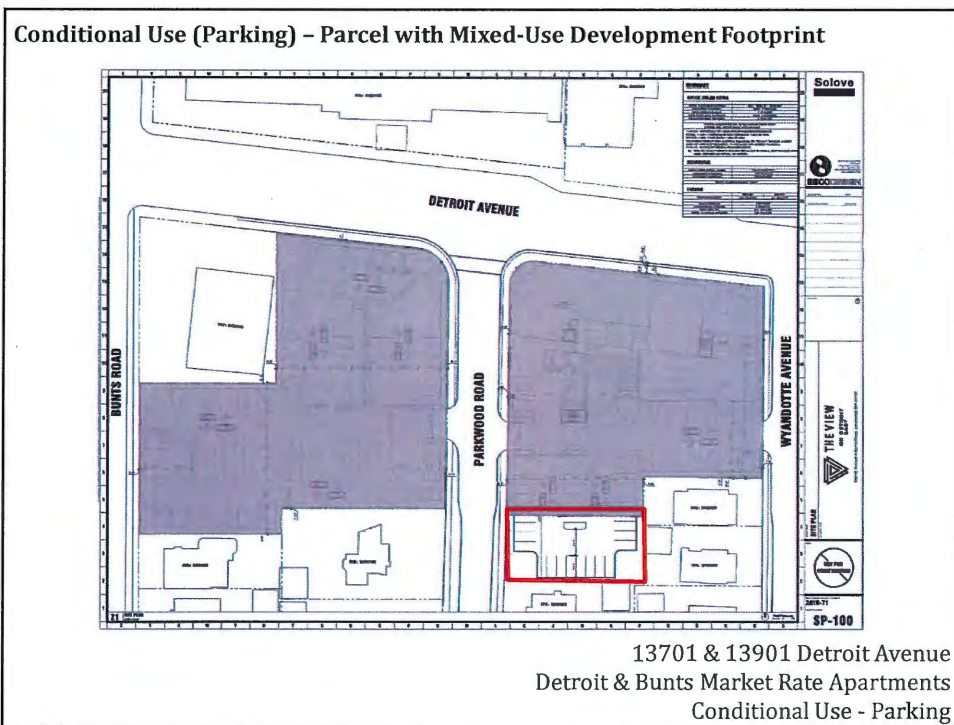
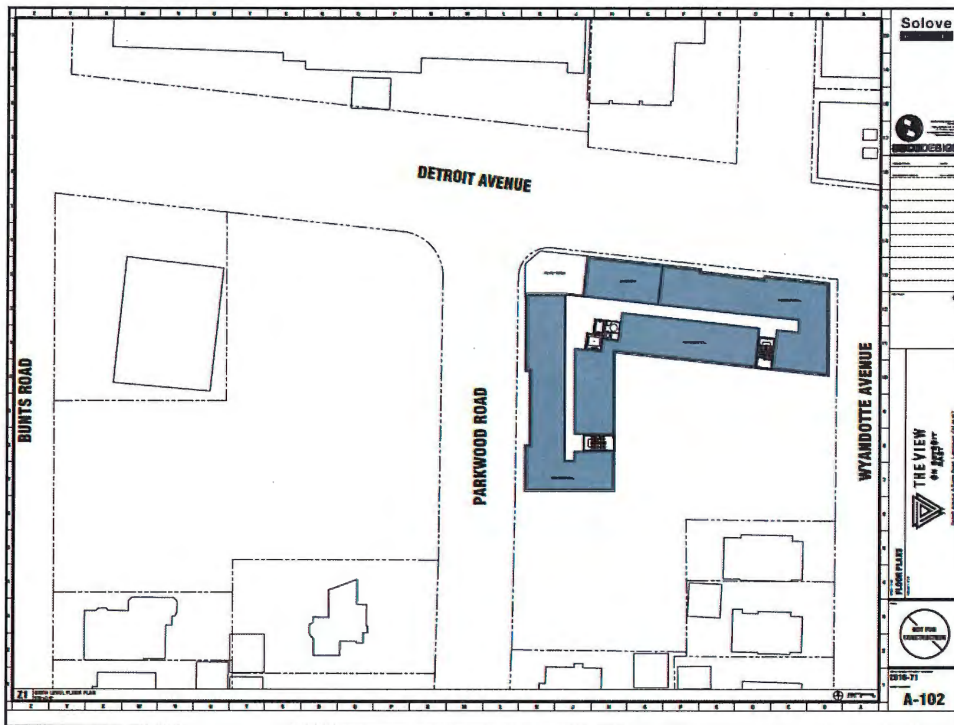
13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

## Agenda Item

- Applicant presentation on conditional use for accessory parking
- City presentation
- Planning Commission Initial Questions & Comments
- Public Comments and Questions
- Planning Commission Discussion

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking





**Conditional Use (Parking) - Parcel**



13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

**Conditional Use (Parking) - Surrounding Uses**



13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

# 1161.03

## SUPPLEMENTAL REGULATIONS FOR SPECIFIC USES...

(a) **Accessory Parking.** In a residential district, accessory parking for a lot in a commercial district may be permitted as a conditional use provided that:

- (1) The lot on which the proposed use is to be located abuts the commercial lot to which it is accessory;
- (2) The parking lot shall be used only for the parking of non-commercial passenger motor vehicles; and
- (3) The proposed parking lot conforms to the design requirements set forth in Chapter 1325 of the Building Code...(REVIEWED BY ABR)

When determining whether to grant a conditional use permit for accessory parking, the Commission may limit the hours of operation of the proposed conditional use.

(Ord. 52-10. Passed 9-20-2010.)

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

### Conditional Use (Parking) – Existing Conditions



Looking NE to existing building & fencing/adjacent lots



Looking W towards Parkwood entrance /exit

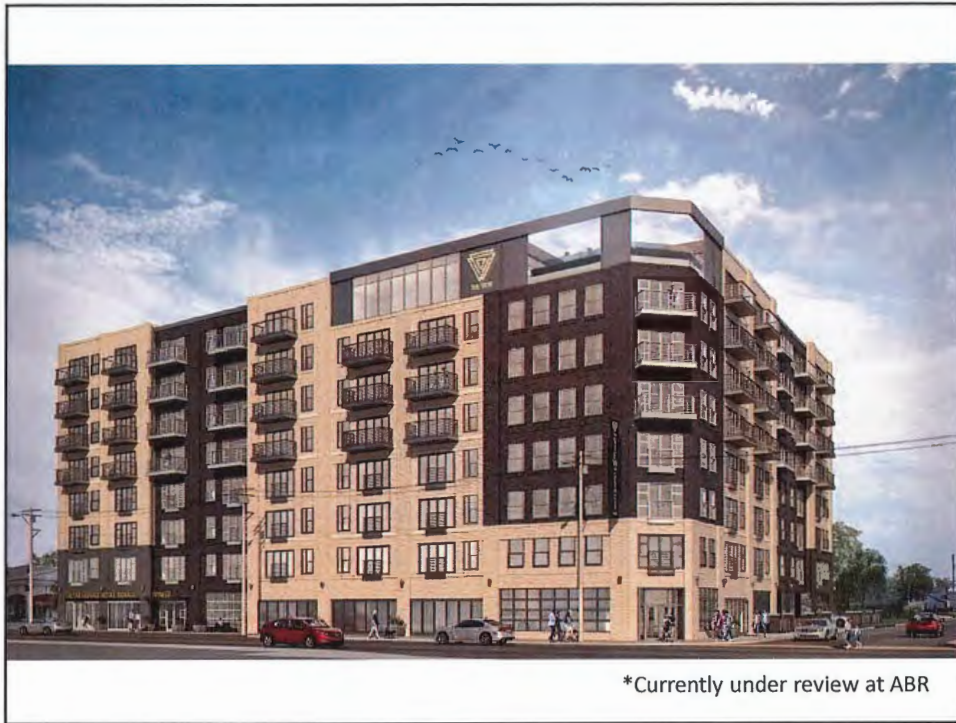


Detail of southern fence line



Looking SE towards fencing/adjacent lots, depth of entry/exit landscaping

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking





	D	C	B	A	
<b>SUMMARY</b>					
<b>OFFICE AND/OR RETAIL</b>					20
TOTAL SQUARE FOOTAGE	EST. 1830 SF - 3500 SF				
REQUIRED PARKING	MAX. 7 SPACES				
PROVIDED PARKING	7 SPACES				
OFFICE AND/OR RETAIL SF AS SHOWN MAY VARY WITHIN THE ABOVE INDICATED RANGE.					19
1143.05 : RETAIL = MIN 1 PARKING SPACE FOR EACH 1,000 SF GFA OFFICE = MIN 2 FOR EACH 1,000 SF GFA *BUSINESS OCCUPYING EXISTING BUILDING OR TENANT SPACES UNDER 2,500 SF ARE NOT REQUIRED TO PROVIDE OFF-STREET PARKING.					
<b>RESIDENTIAL</b>					18
ESTIMATED TOTAL UNITS	144 UNITS (EST.)				
REQUIRED PARKING	144 SPACES				
PROVIDED PARKING	195 SPACES				
UNITS AS SHOWN MAY VARY					
<b>PARKING</b>					17
	WEST LOT		EAST LOT		
PARKING COUNT	135 SPACES		67 SPACES		
ACCESSIBLE SPACES	7 SPACES				
18x8 SPACES	195 SPACES				
TOTAL PARKING SPACES	202 SPACES				
					16

## Request

The review and approval of a conditional use (parking; PPN 315-01-069) to support mixed-use development. This is a continuation of approval received by prior owner. The property is located in a R1H – Residential, Single Family (High Density).

13701 & 13901 Detroit Avenue  
 Detroit & Bunts Market Rate Apartments  
 Conditional Use - Parking

Docket No. 08-22-19

13701 and 13901 Detroit Avenue and 1406 Wyandotte Avenue

## **DETROIT & BUNTS MARKET RATE APARTMENTS**

### **Request**

The review and approval of a lot consolidation (PPN 315-01-102, PPN 315-01-070, and PPN 315-01-036), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The parcels are all in the C3 – Commercial, General district.

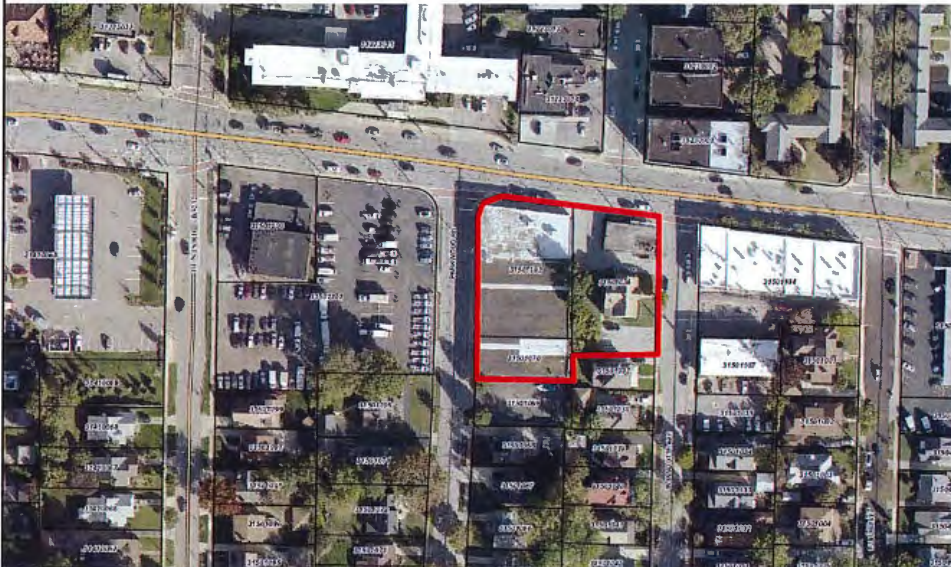
13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Lot Consolidation

## Agenda Item

- Applicant presentation on lot consolidation
- City presentation
- Planning Commission Initial Questions & Comments
- Public Comments and Questions
- Planning Commission Discussion

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Conditional Use - Parking

## Proposed Consolidation - Parcels



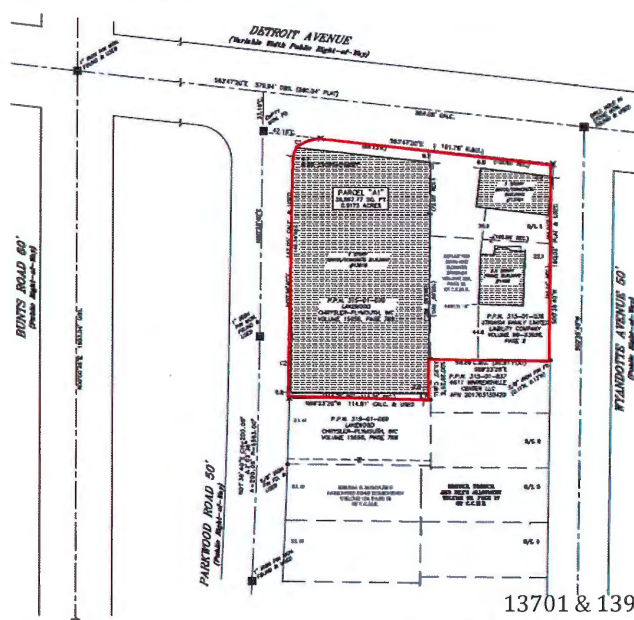
13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Lot Consolidation

### Proposed Consolidation - Surrounding Uses

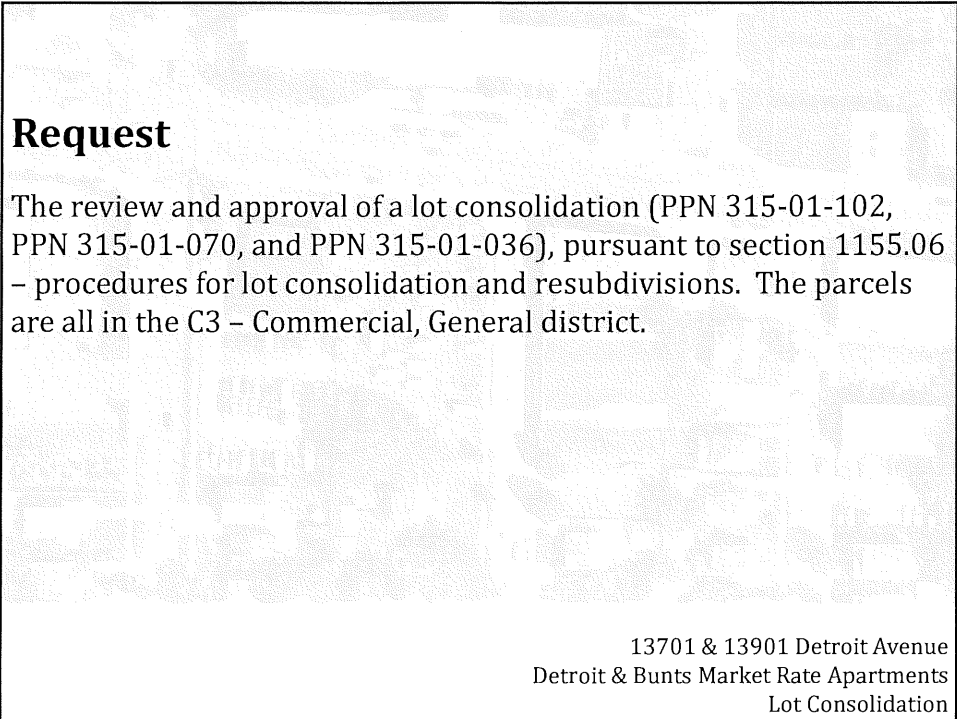


13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Lot Consolidation

### Proposed Consolidation Plat



13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Lot Consolidation



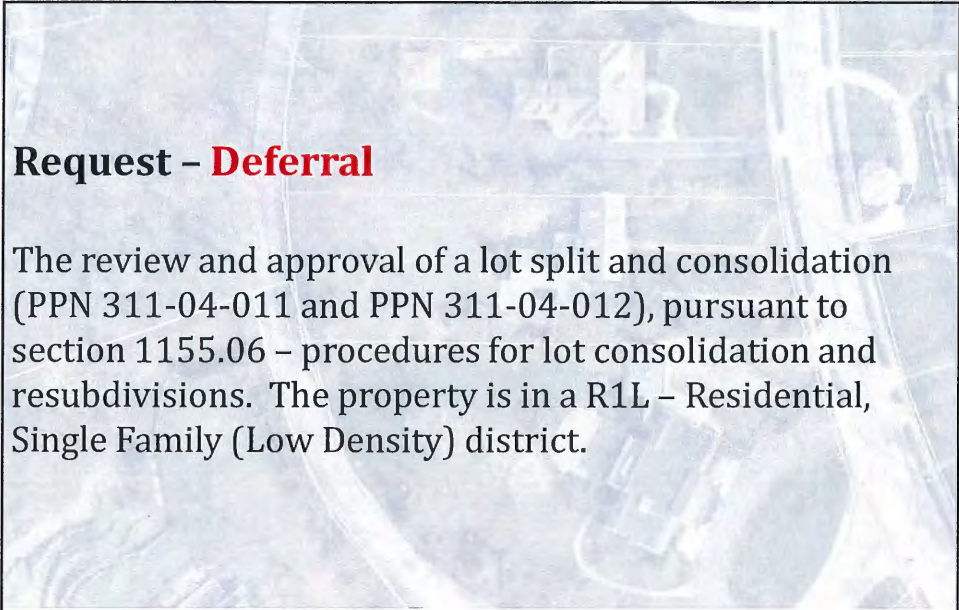
**Request**

The review and approval of a lot consolidation (PPN 315-01-102, PPN 315-01-070, and PPN 315-01-036), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The parcels are all in the C3 – Commercial, General district.

13701 & 13901 Detroit Avenue  
Detroit & Bunts Market Rate Apartments  
Lot Consolidation

Docket No. 07-17-19  
17882 Lake Road

**THE CLIFTON CLUB**



**Request - Deferral**

The review and approval of a lot split and consolidation (PPN 311-04-011 and PPN 311-04-012), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property is in a R1L – Residential, Single Family (Low Density) district.

17882 Lake Road  
Clifton Club  
Lot Split and Consolidation

Docket No. 08-19-19  
13619 Detroit Avenue

**TONI'S PIZZA SHOP**

1. Introduction
2. Applicant Presentation
3. City Analysis
4. Planning Commission questions & feedback
5. Public comment & questions
6. Discussion on comments & questions



## **Request**

The review and approval of conditionally permitted use (extended hours, 12:00am to 4:00am). The property is a permitted use (Restaurant) in a C3 – Commercial, General Business district.

13619 Detroit Avenue  
Toni's Pizza Shop  
Conditional Use (Extended Hours)

## 1129.16

### SUPPLEMENTAL REGULATIONS FOR EXTENDED BUSINESS HOURS OF OPERATION

(a) Any store or other place of business...having an entrance, exit, parking lot, loading dock, trash enclosure, or show window within 250 feet of any...residential district, shall only be permitted to be open...after 12:00 a.m. or before 6:00 a.m....as a conditionally permitted use.

(b) Any...business which is subject to regulation pursuant to subsection (a) above and is also operating under a valid permit to sell or serve alcoholic beverages...shall be exempt from the provisions of this Chapter only to the extent necessary to avoid conflict between the regulations herein and State law governing such liquor permit holders...nothing in the provisions of the Chapter shall be construed to sanction or permit the sale or service of alcoholic beverages in violation of State law. (If permit is held - sale hours limited to 1:00am or 2:30am/extended)

...  
(d) A conditional permit for extended business hours of operation shall comply with the regulations set forth within this Chapter and those in Chapter 1161.

(Ord. 124-05. Passed 2-6-2006.)

13619 Detroit Avenue  
Toni's Pizza Shop  
Conditional Use (Extended Hours)

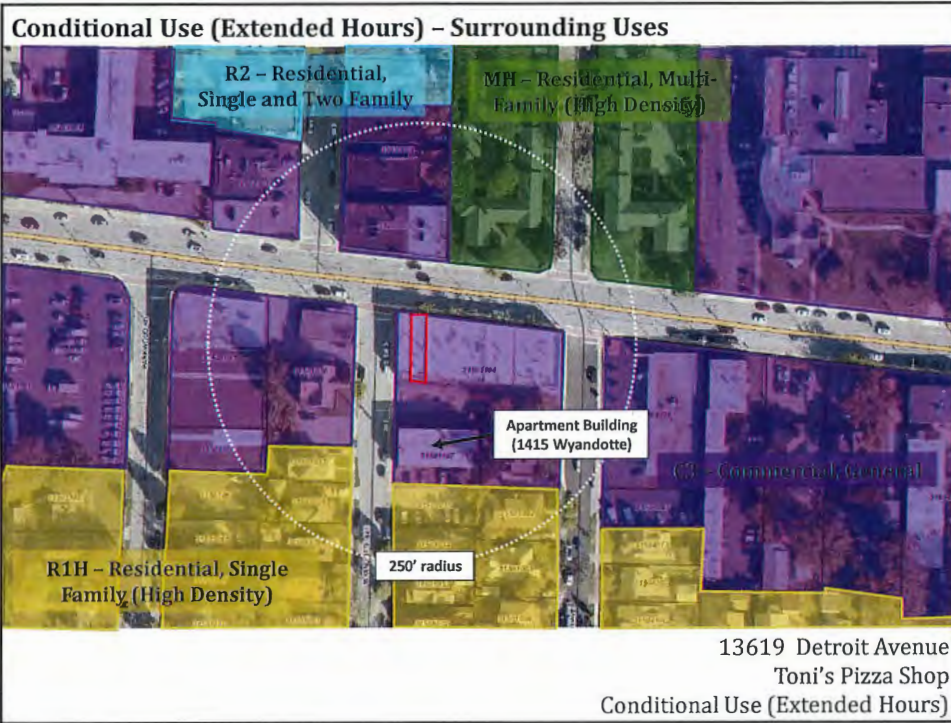
## 1161

(w) Extended Hours of Operation. ...a business may be permitted as a conditionally permitted use with extended hours of operation after 12:00 a.m. or before 6:00 a.m. subject to all or any of the following:

- (1) Parking areas shall be configured so as to prevent vehicular headlights from shining into adjacent residentially zoned and/or used property. Parking areas configured such that vehicular headlights are directed toward public rights-of-way across from residentially zoned and/or used property shall provide continuous screening and shall conform to the design requirements set forth in Chapter 1325...
- (2) Ingress and egress drives and primary circulation lanes shall be located away from residential areas where practical; to minimize vehicular traffic and noise which may become a nuisance to adjacent residential areas.
- (3) All building entrances intended to be utilized by patrons shall be located on the side(s) of the building which does not abut residentially zoned and/or used property... ..
- (7) Delivery trucks shall only be permitted between the hours of 8:00 a.m. and 9:00 p.m. pursuant to Chapter 515...Commission may prohibit or provide for other restrictions and conditions related to such deliveries, as it deems necessary to protect the surrounding neighborhood.

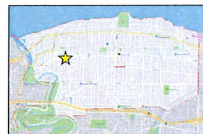
(Ord. 43-08. Passed 4-21-2008.)

13619 Detroit Avenue  
Toni's Pizza Shop  
Conditional Use (Extended Hours)



## Example - Conditional Use (Extended Hours) *Nunzio's Pizzeria*

Docket 9-24-08  
17615 Detroit Avenue  
Nunzio's Pizzeria Inc. III  
C2 - Commercial, Retail



### September 2008 Planning Commission

...requested to extend business hours to be able to serve the public until 3:30am.

...70% of business is delivery and 30% pick-up, with a very small amount of dine-in...not encountered any problems, and [owner] has a lot of experience from other locations. The dining room will be open until 11pm only. [owner] has the same rules at his Cleveland location.

...approved, but Commission required a six (6) month review.

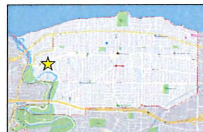
### April 2009 Planning Commission

...past six months had illustrated his commitment to managing an excellent business and being a good neighbor. He would remain open for delivery only...

...APPROVE...condition that delivery drivers would park and enter at the front of the building...dining room closed at 11:00pm...pickup window would close at midnight.

## Example - Conditional Use (Extended Hours) *Insomnia Cookies*

Docket 10-20-17  
18508 Detroit Avenue  
Insomina Cookies  
C2 - Commercial, Retail



### October 2017 Planning Commission

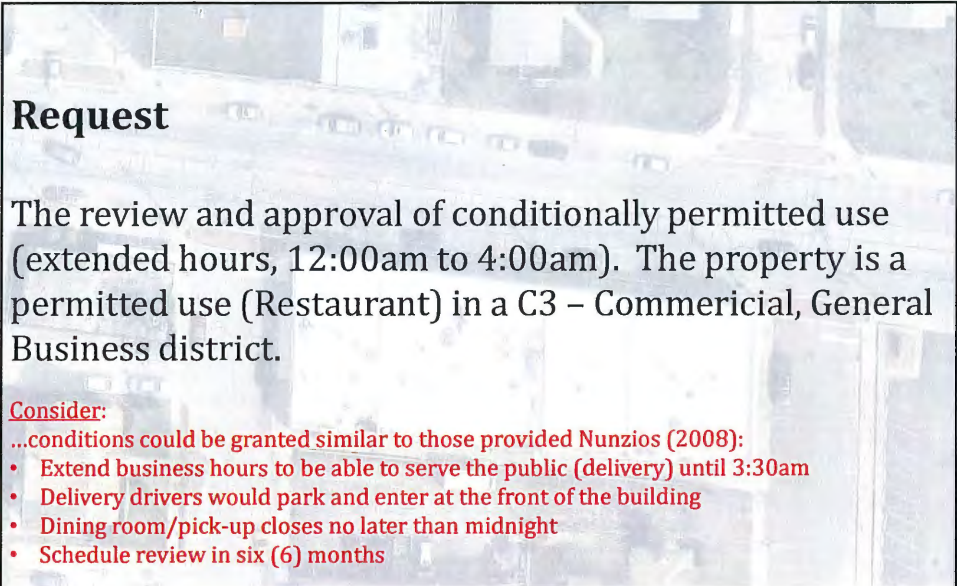
...requested to extend business hours to be able to serve the public until 3:00am.

...Owner related late-night business model and experience with significant demand in the ~30 minutes following the closing of area bars...deliveries exited from the rear of the store, and retail patrons had a separate entrance at the front.

...approved, but Commission required a six (6) month review.

### April 2018 Planning Commission

...There were no incidents as a result of the extended hours of business as per the Police CAD report. The business was approved administratively for renewal of conditional use.



## Request

The review and approval of conditionally permitted use (extended hours, 12:00am to 4:00am). The property is a permitted use (Restaurant) in a C3 – Commercial, General Business district.

**Consider:**

...conditions could be granted similar to those provided Nunzios (2008):

- Extend business hours to be able to serve the public (delivery) until 3:30am
- Delivery drivers would park and enter at the front of the building
- Dining room/pick-up closes no later than midnight
- Schedule review in six (6) months

13619 Detroit Avenue  
Toni's Pizza Shop  
Conditional Use (Extended Hours)

Docket No. 08-20-19  
13430 Madison Avenue

## ALLIANT TREATMENT CENTER

1. Introduction
2. Applicant Presentation
3. City Analysis
4. Planning Commission questions & feedback
5. Public comment & questions
6. Discussion on comments & questions



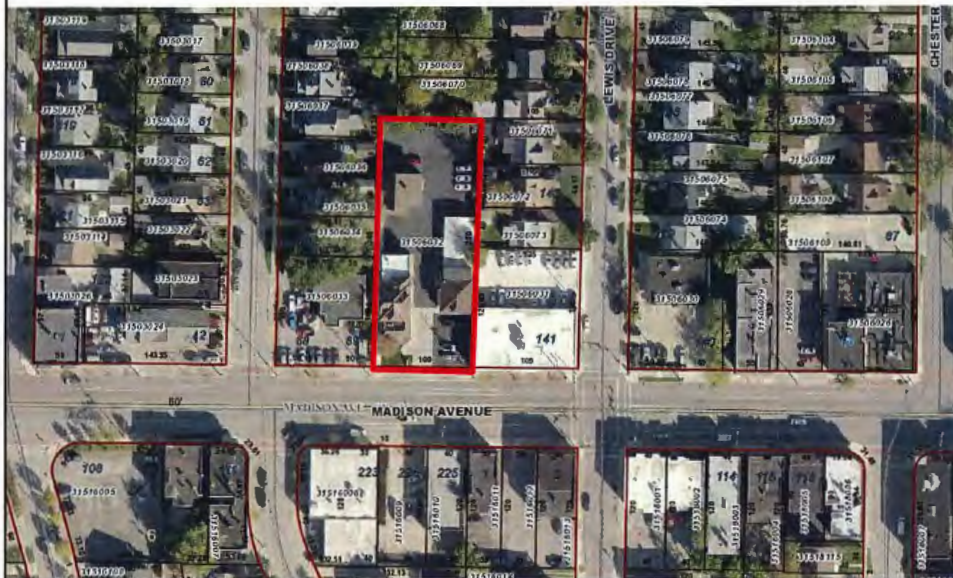
**Request**

The review and approval of conditionally permitted use (Group, convalescent, nursing home, assisted living). The property is in a C2 – Commercial, Retail district.

Group, convalescent or nursing homes and assisted living: includes residences where unrelated persons reside under supervision for special care, treatment, training or other purposes on a temporary or permanent basis. (as defined under 1143.04 Use Categories)

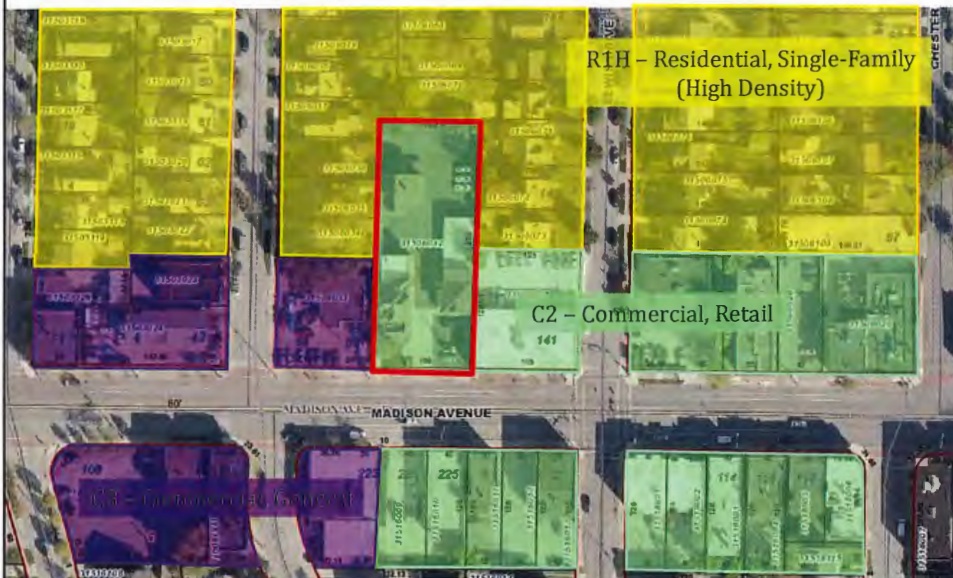
13430 Madison Avenue  
Alliant Treatment Center  
Conditional Use - Group, convalescent, nursing home, assisted living

**Conditional Use (Treatment Facility) - Parcel**



13430 Madison Avenue  
Alliant Treatment Center  
Conditional Use - Group, convalescent, nursing home, assisted living

**Conditional Use (Treatment Facility) - Surrounding Uses**



13430 Madison Avenue  
Alliant Treatment Center  
Conditional Use - Group, convalescent, nursing home, assisted living



## 1161.02

### GENERAL STANDARDS FOR ALL CONDITIONAL USES...

- (a) ...will be consistent with the general objectives, or any specific objectives, for the zoning district in which it is located, as set forth in this Code and the Vision.
- (b) ...will be designed, constructed, operated and maintained so as not to be detrimental to or endanger the public health, safety, or general welfare.
- (c) ...will not change the essential character of the general vicinity ...
- (d) ...will not be injurious to the uses permitted by right in the immediate vicinity, nor substantially diminish or impair property values within said vicinity.
- ...
- (i) ...shall, in all other respects, conform to the applicable regulations of the district in which it is located as well as the specific conditions set forth in Section 1161.03.

(Ord. 91-95. Passed 10-7- 1996.)

13430 Madison Avenue  
Alliant Treatment Center

Conditional Use - Group, convalescent, nursing home, assisted living

## 1161.03

### SUPPLEMENTAL REGULATIONS FOR SPECIFIC USES.

- ...
- (r) Groups/Convalescent/Nursing/Assisted Living. In a C1 Office District and a C2 Retail District, group/convalescent/nursing/assisted living facilities may be permitted as a conditionally permitted use where the proposed use complies with all applicable local, State, and Federal laws.

(Ord. 91-95. Passed 10-7- 1996.)

13430 Madison Avenue  
Alliant Treatment Center

Conditional Use - Group, convalescent, nursing home, assisted living

### Example - Adult Group Home *Transfiguration Catholic Parish*

Docket 06-17-15  
1635 Alameda Avenue  
Transfiguration Catholic Parish  
R2 - Residential, Single and Two Family  
Permitted Principal Use



**June 2015 Planning Commission**

...requested review and approval for a conditional use to operate an Adult Group Home, consisting of 14-bed, 24-7 staffed residential treatment program for women...

...Commission inquired about traffic, parking, security, and safety of tenants...if the applicant should have a neighborhood meeting before [proceeding]...

...DEFER the item until after the applicant holds public meeting...

**July 2015 Planning Commission**

...APPROVE...including the following stipulations:

- A report is provided to the Commission six months after opening the facility
- A 6 foot board-on-board fence be installed on the northern property line
- All visitor and employee parking will be managed on site
- Catholic Charities will report to the Commission...provide a year in review presentation
- A minimum of one paid staff member is on site at all times, and
- All clients leaving the premises will always be accompanied by a staff member

**November 2016 Planning Commission**

...Communication from the Catholic Diocese...about the first 6 months in operation...only one call to the police in 2016...unaware of any issues with the neighbors.

## Request

The review and approval of conditionally permitted use (Group, convalescent, nursing home, assisted living). The property is in a C2 - Commercial, Retail district.



13430 Madison Avenue  
Alliant Treatment Center

Conditional Use - Group, convalescent, nursing home, assisted living

Docket No. 08-23-19  
14519 Detroit Avenue

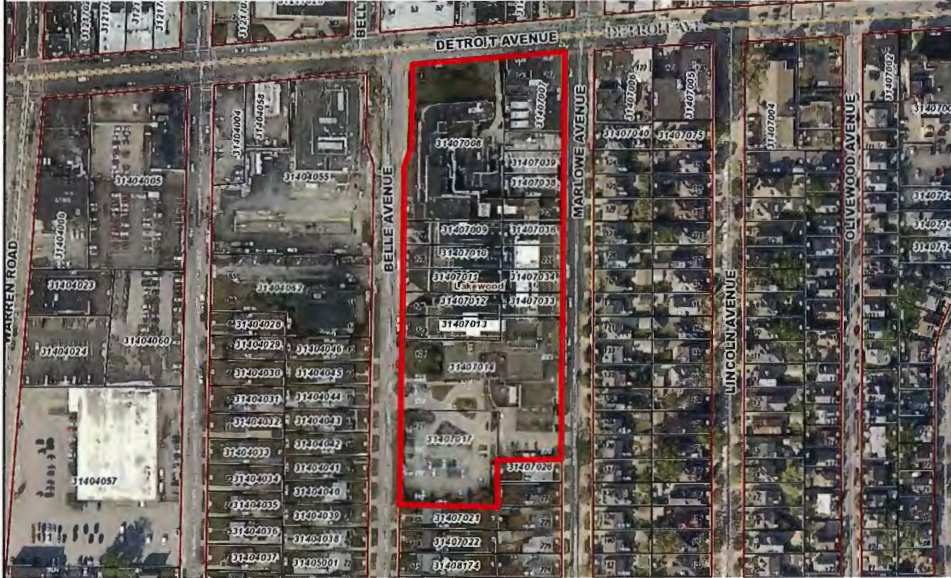
## **ONE LAKEWOOD PLACE**

### **Request**

The review and approval of a lot consolidation (PPN 314-07-007 to 014, PPN 314-07-017, PPN 314-07-033 to 39, and PPN 314-07-145), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property spans both C2 – Commercial, Retail and R1H – Residential, Single Family (High Density) districts.

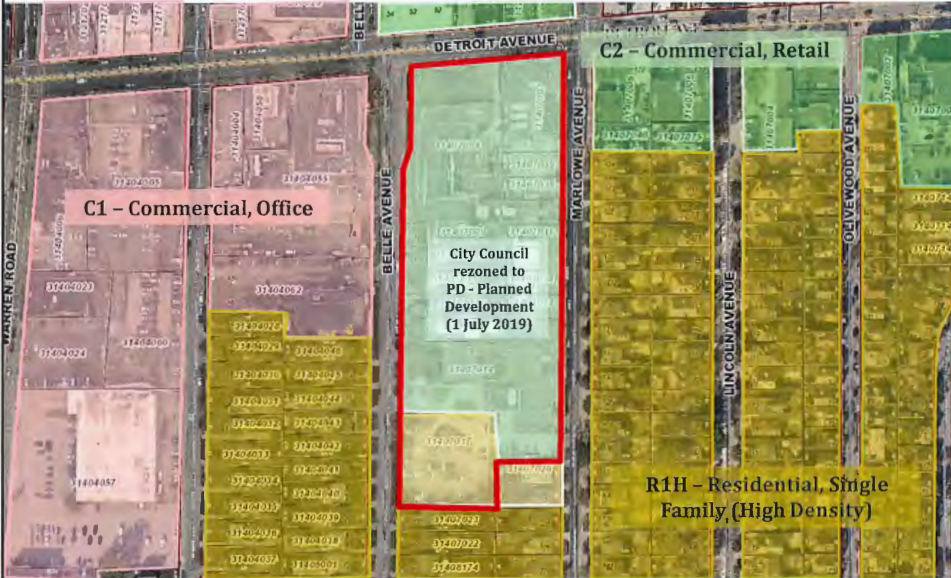
14519 Detroit Avenue  
One Lakewood Place  
Lot Consolidation

**Proposed Consolidation - Parcels**

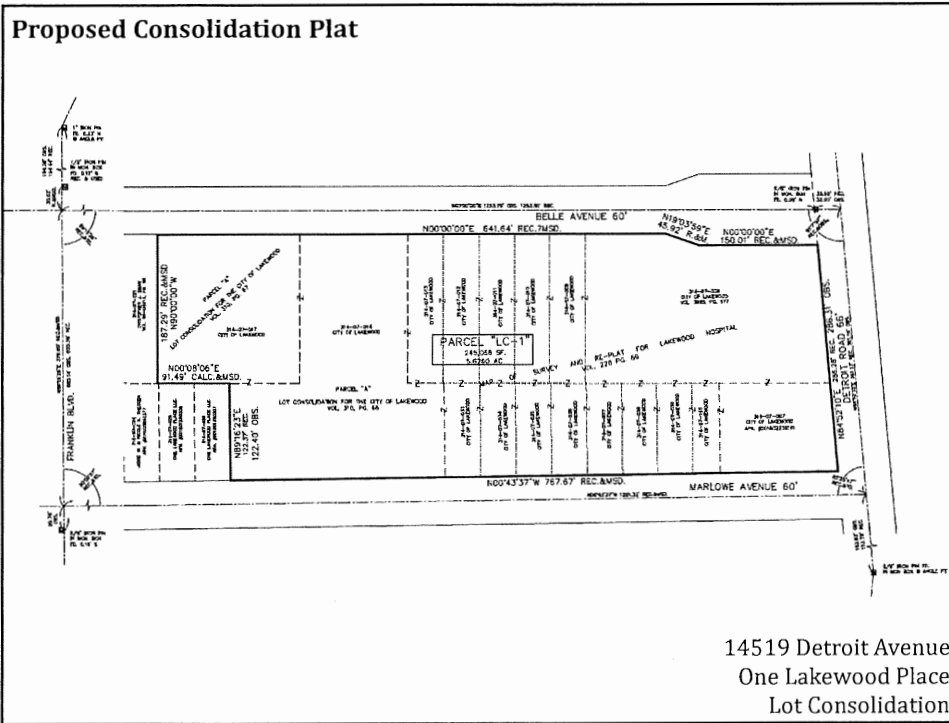


14519 Detroit Avenue  
One Lakewood Place  
Lot Consolidation

**Proposed Consolidation - Surrounding Uses**



14519 Detroit Avenue  
One Lakewood Place  
Lot Consolidation



### Request

The review and approval of a lot consolidation (PPN 314-07-007 to 014, PPN 314-07-017, PPN 314-07-033 to 39, and PPN 314-07-145), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property spans both C2 – Commercial, Retail and R1H – Residential, Single Family (High Density) districts.

14519 Detroit Avenue  
One Lakewood Place  
Lot Consolidation

Docket No. 08-24-19

12700 Lake Avenue

**LAKE AVENUE CONDOMINIUM  
ASSOCIATION**

**Request**

The review and approval of a lot consolidation (PPN 312-09-017), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property is in a ML – Residential, Multi-Family (Low Density) district.

12700 Lake Avenue  
Lake Avenue Condominium Association  
Lot Consolidation

**Proposed Consolidation - Parcels**

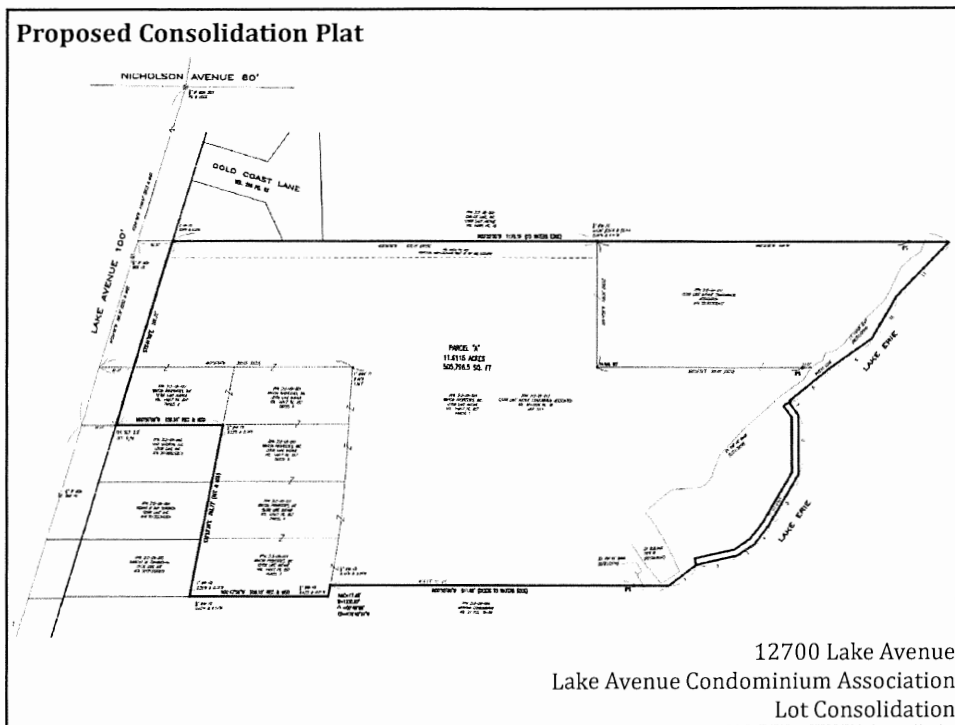


12700 Lake Avenue  
Lake Avenue Condominium Association  
Lot Consolidation

**Proposed Consolidation - Surrounding Uses**



12700 Lake Avenue  
Lake Avenue Condominium Association  
Lot Consolidation



### Request

The review and approval of a lot consolidation (PPN 312-09-017), pursuant to section 1155.06 – procedures for lot consolidation and resubdivisions. The property is in a ML – Residential, Multi-Family (Low Density) district.

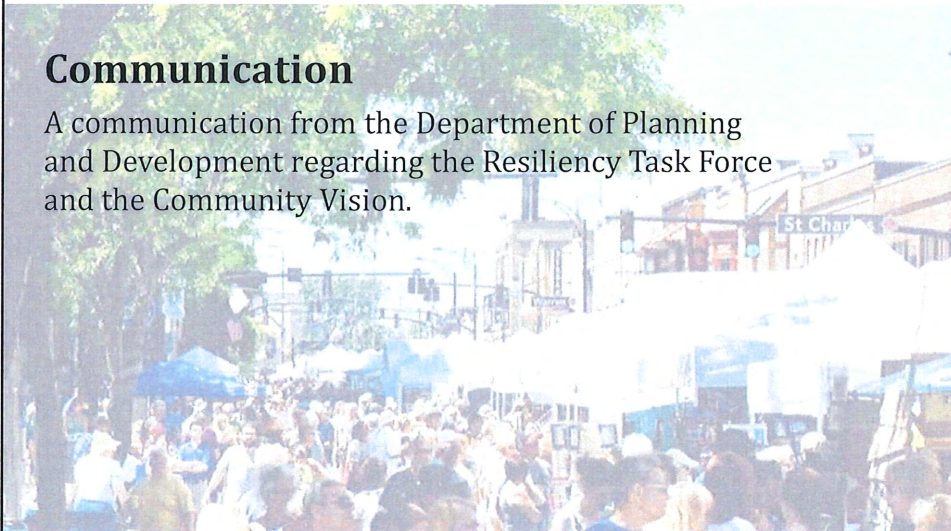
12700 Lake Avenue  
Lake Avenue Condominium Association  
Lot Consolidation

**Docket No. 08-25-19**  
**12650 Detroit Avenue**

## **RESILIENCY TASK FORCE**

### **Communication**

A communication from the Department of Planning and Development regarding the Resiliency Task Force and the Community Vision.



12650 Detroit Avenue  
Resiliency Task Force  
Communication



**Planning Commission**  
August 1, 2019